Races: Elkhart Lake Road Race, Harrington Half Mile, Willow Springs 24 hour

CYCLE NEWS®

WEST Volume XXI : Nu 23 June 20, 1984 $1.00

Hot pipes:

RZ350 Hop-up

BMW: New bikes, new technology

AMERICA'S WEEKLY MOTORCYCLE NEWSPAPER

The Latest POOP

BY PAPA WEALEY

Over 330 American Honda employees recently tried out Honda Aero scooters during a company get-acquainted program. Up to 80 people per day were bused from Honda's Gardena, California headquarters to the Ascot Raceway parking lot, where instruction and test riding courses were set up for experienced and inexperienced riders. According to Honda spokesmen, the company feels the scooter market will greatly expand in the future, and the employee enthusiasm about scooters would ultimately pay off in increased sales. Not everybody working for the company took part; Honda employs about 900 people in Gardena.

Nebraska Governor Robert Kerrey, Kawasaki Motors Manufacturing President Takehiko Saeki, Kawasaki Heavy Industries President Kenko Hasegawa and Kawasaki Motorcycle Division Director Dr. Hiroshi Ohba examine the 500,000th Kawasaki to come off the assembly line at Kawasaki's Lincoln, Nebraska factory. This is the plant's 10th year of operation; bike #500,000 was a 1984 Ninja.

The Formula One Road Racing Series Point Standings after the June 10 National at Wisconsin's Road America show Mike Baldwin leading with 25 points over Nick Richichi and Rich Schlachter, both at 22, followed by Kenny Roberts (20), Wes Cooley (17), Freddie Spencer (16), Eddie Lawson (11), Randy Renfrow (11), Doug Brauneck (10), and Art Robbins (8).

The Honda road racing team transporter at Road America had a pair of Interceptor-based Formula One bikes parked inside carrying the number plates of Ricky Graham and Bubba Shobert. The two will make their Camel Pro Series road racing debuts at the June 16-17 Laconia Classic at Loudon, New Hampshire.

Desert ace Dave Miller has regained consciousness after his tumble at the Loma 125 on April 28. Miller is faced with a long-term recovery. When the therapy is complete, doctors hope he will be fully recovered.

California Assembly Bill 2497, which would require helmets for motorcycle riders and passengers under the age of 15 and a half, passed the Assembly by 64-6 vote. It now goes to the State Senate, where it will first be heard by the Senate Transportation Committee. If you have feelings about the bill — some say it could be the first step toward a full helmet law —you can drop a line to your State Senator care of the State Capitol, Sacramento, CA 95814.

Honda's Freddie Spencer scored the win in the June 11 round of the 500cc World Road Racing Championship Series, run on the Paul Ricard circuit in France. Yamaha's Eddie Lawson passed Honda-mounted fellow American Randy Mamola on the last lap to take second, while Raymond Roche finished fourth on another Honda. Lawson still has a strong lead in the points, with 81 to Spencer's 57. Roche (51) and Mamola (42) follow. Anton Mang won the 250cc GP over defending World Champ Carlos Lavado; Wayne Rainey was sixth.

Northern California's Ted Gansberger appears to be shooting for the honor of the world's fastest and slowest rider. The Expert trials rider took an unfaired, unstreamlined Honda 750 to a new speed record of 218.443 mph on El Mirage Dry Lake on May 6. This is also the fastest speed ever run on the lake, besting Don Vesco's run in a streamliner by 11 mph.

Kawasaki Ninjas finished 1-2-3 in the June 8 Production race at the Isle of Man Classic TT. Winner Geoff Johnson won the three-lap, 115-mile race in one hour, four minutes, 30.4 seconds for an average speed of 105.282 mph, a new record. Runner-up Barry Woodland set a new one-lap record of 106.48 mph, and Howard Selby finished third.

"I've been in a lot of races where the wind was blowing harder than it was here, but of course those were all sailboat races," said Road America National winner Mike Baldwin in describing weather conditions at the Elkhart Lake, Wisconsin, event.

Honda's Eddy Lejeune won the June 10 World Championship Observed Trials round held at Watkins Glen, New York. Protests following the event altered the finishing order originally announced. The jury heard the protests and awarded the win to Lejeune who picked up 31 marks on the day. Second with 34 marks was Thierry Michaud (Fan), while John Lampkin (Fan) was third with 35. Bernie Schreiber (SWM) won the National Championship round that ran with the World Championship event. Brian Young (Fan) won the Sportsman National on Saturday.

A friend (who wishes to remain anonymous) of one of our staff members just completed what we'll call the One Lap of Okinawa. He circumnavigated the 454 square mile island, which is located about 500 miles southwest of Japan, in four hours, 26 minutes and 31 seconds, covering 229.7 miles at an average speed of 51.75 miles per hour. If that doesn't impress you, consider this: "You've never seen slicker roads (coral base), more traffic lights, slower speed limits (25 mph maximum), or dumber drivers. *No one* thought I could do it in less than eight hours. It would take 10 hours in a car, minimum," said our man in Okinawa. Any challengers out there in the Ryukyu Islands?

Team Honda's Bob Hannah had the cast taken off the wrist he broke in the May 13 Atlanta National MX on Friday, June 1, but his doctor found that the break hadn't healed and a new cast was put on the wrist. The multi-time National Champion MXer faces at least three more weeks on the sidelines.

Australian Geoff Ballard (C-A) posted the best individual score in the Michigan Three Day ISDE Qualifier held in Rose City on June 8-10. Ballard, the 250cc Intent class winner, topped Team Husqvarna's Mike Melton for the overall win, 2406 points to 2411. Ballard's better time in the acceleration test on day three gave him the win. Melton was the Open Intent class winner, followed by teammate Kevin Hines at 2429. Larry Roeseler (Hus) topped the Four-Stroke class with a 2557, while Randy Hawkins (Hus) was the winner in the 125cc Intent class with a 2600. Complete coverage next week.

Through a combination of equipment problems and very poor service from AT&T, the AMA has

MOTORCYCLE INDUSTRY CHANGES

Engaged Speedway racer Ron Blanton and Bev Hensler, to be married at Inland Motorcycle Speedway in San Bernardino, California June 20 at 7:30 p.m., just before the racing starts.

Quit Rider magazine after one year, four months, Associate Editor Paul van Zuyle, 23, to become Associate Editor of Cycle Guide magazine.

Promoted Dirk Vandenberg, 34, from Assistant Manager to Manager of the Motorcycle Product Research Department of American Honda Motor Co.

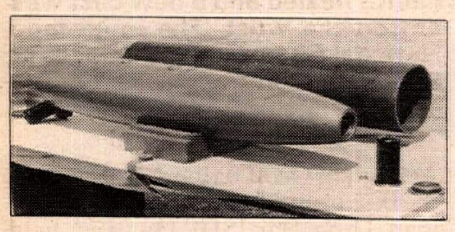
Promoted Bob Doornbos, 39, from Manager to Senior Manager of the Motorcycle Product Research Department of American Honda Motor Co.

Reappointed To a four-year term on the California Off-Highway Motor Vehicle Recreation Commission, Yamaha of San Luis Obispo owner John Motley.

Born Michael John Gaedke, June 9, to Harley-Davidson Racing Department Supervisor John Gaedke and wife Vicki.

Sold His share of Westlake Suzuki, Chris Crowell, 34, to become eastern sales technician for Kerker.

been having problems with its telephones. AMA president Ed Youngblood apologized for any inconvenience this may be causing individuals trying to reach the association, and reported that every effort is being made to solve the problem. Youngblood requested that all callers who get a ring with no answer or a busy signal keep trying. AMA's toll-free membership WATS line number is 1/800/AMA-JOIN. All other business should use 614/891-2425.



Harley bombs: The U.S. government just ordered 200,000 casings for 500-pound bombs from Harley-Davidson, which manufacturers the casings at its York, Pennsylvania factory. The contract is worth $38 million.

With his win in the Harrington Half Mile, Terry Poovey moved from 12th position in the Camel Pro Series points standings to eighth. Honda's Ricky Graham stretched his points lead to 105 over Harley-Davidson's Randy Goss, who has 89. Third through fifth spots are held by Ted Boody (80), Scott Parker (78) and Bubba Shobert, who failed to qualify at Harrington and still has 74.

Former 500cc Motocross World Champion Brad Lackey is holding an intense motocross training camp at Sand Hill Ranch in Brentwood, California on June 26 through 29. Working with training expert Dean Miller, Lackey will instruct riders in training and riding, nutrition, taping to prevent injuries, public relations and preparation of press kits. The camp includes three meals a day and costs $350; entry is limited and the phone number is 415/943-6405.

Biggest handicap in speedway racing history: A recent race report submitted to us had a rider starting on the "50-year line."

Following his split with KTM, former 500cc World Motocross Champ Graham Noyce has signed a bike-and-parts deal with Honda. Honda will supply Noyce with 1983 works bikes to contest the British Championship, but there are no GP plans other than the British round.

Husqvarna debuted water-cooled four-strokes at the opening round of the European Two-Day Enduro Championship Series at Apt, France. Works rider Thomas Gustavsson showed up at the event with two machines, one conventionally water-cooled; the other featuring separate cooling systems for the head and the barrel.

British League speedway averages just released include several Americans in the top 50. Twelve points is the maximum possible score, and here are the Yanks and their standings: Shawn Moran (10.56/3rd), Dennis Sigalos (10.04/5th), Bobby Schwartz (8.86/20th), Lance King (7.69/31st), John Cook (7.25/40th) and Sam Ermolenko (7.15/41st).

The AMA Amateur and Youth National Championship Regional event sceduled for June 30-July 1 at Indian Dunes has been moved to Saddleback Park and shortened to one day, June 30. Both Youth and Amateur divisions will still run. For more information call 714/831-3482.

Dennis Manning's Harley-Davidson-powered streamliner "Tenacious" is being readied for an attempt on the motorcycle land speed record in September in Nevada. "It's 15 weeks and counting," said Manning, who hoped to have made the attempt by June, but was delayed because of very wet winters in northern Nevada and Utah. The streamliner approached speeds of 250 mph during testing last November. Don Vesco currently holds the record at 318 mph.

The Durango Touring Rally is not AMA-sanctioned, according to the AMA. "Entry forms ask participants to list their AMA numbers and to sign a release that makes reference to the American Motorcyclist Association. While the event has not been explicitly advertised as AMA-sanctioned, Association officials believe that the references to AMA on entry forms are misleading and improperly imply that the Association is involved," said the AMA in a press release.

The National Advisory Council on Vocational Education has selected American Honda Motor Company, Inc., as the recipient of its 1984 National Award for Outstanding Achievement by an Organization. Honda was recognized and commended by the Council "for contributions and support in behalf of vocational education that have resulted in program improvement and enhanced student opportunities." In the past five years Honda has donated $3.5 million in equipment and provides $200,000 in free training every summer.

Now that *Cycle News* Associate Publisher Skip Johnson paid $4800 for one, Harley-Davidson has lowered the suggested XLX price to $3695.

"We shouldn't give up on the political process, even though it seems like it never ends," said Malcolm Smith after the Riverside County (California) Board of Supervisors approved expansion of DeAnza Cycle Park. "We just kept plugging at it, got some other dealers to support us, and we won. I've got to thank all the guys who showed for the meetings and especially Hy Weitzman of the California Motorcycle Dealers Association, who did some lobbying for us."

American Honda has established Wing Elite, an association for Gold Wing owners. Membership benefits include a Honda dealer directory, with maps showing dealer locations across the country, a quarterly magazine, member benefits at selected touring events, high mileage recognition awards, and others. Purchasers of new Gold Wings are enrolled free, current Gold Wing owners can join for a "nominal fee." See Honda dealers for details.

(Continued to page 21)

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ON THE FRONT PAGE: Speed or emissions; that is the question in our comparison of RZ350 hop-up equipment. For the answer, see page 18. Photo by Mike Pons.

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voices

Legal theory

I read with interest your Risk column concerning Wayne Montoya in the June 6th issue.

The legal theory you touch on is essentially correct. I advanced the same approach in successfully representing John Glover versus Sears Point following his impact with a deer in turn nine while on his TZ250. A rider signs a release prior to racing, but the rider is only going to be held to be releasing those rights that attach to risks he reasonably expects to be facing. Secondly, he never releases his rights to hazards that are negligently created by the track itself. The track knew about the deer (a death between turns seven and eight plus a couple of prior injury incidents) and a solution existed to the problem. Witness Vance Breese, and his deer flag and "puma piss" solution to the problem.

By analogy Laguna knew all the same things, i.e. they knew that a rider might suffer significant enhanced injury crashing in that corner unless they reshaped or moved some dirt. A simple (and relatively cheap) solution involving nothing more than a few hours with a D-9 tractor.

CRAIG T. WEEKS
AFM #26
Sacramento, CA

Mr. Weeks is an attorney at law... Editor.

King Kenny on ABC

Since Kenny Roberts has retired from dirt track racing, I would very much enjoy seeing Kenny working for ABC as their expert commentator on all motorcycle events.

For the past few years ABC has been using Sam Posey as their expert commentator on motorcycle events, and to my knowledge, he has never raced a motorcycle in any kind of National event. He does know Formula and Indy cars, but as a color commentator on motorcycle events, he only explains to us what someone else explained to him.

So, how about dropping a line to Roone Arledge, Producer, ABC Wide World of Sports, 1330 Avenue of the Americas, New York, NY 10019, asking them to get in touch with Kenny Roberts. Who knows — we might even get more races put on their show.

MIKE STEWART
Reno, NV

ABC has used Roberts as a color commentator before, but the event was the Carlsbad USGP of Motocross, not exactly KR's specialty from a competitor's point of view. We'd like to see Roberts doing the color for events like the San Jose Mile and The Superbikers, and someone with an MX background, like Mike Bell, Jimmy Weinert or Jeff Smith doing events like Carlsbad... Editor.

Big brother

I was very disappointed in your coverage of the World Mini Grand Prix at Saddleback Park. My big brother Eric Hawes won the Pee Wee Modified class on his Y-Zinger and also finished second in the Pee Wee Stock class yet he was completely left out of the results list. This meant a lot to him as this is his last season in the Pee Wees as he will be nine next January.

RYAN HAWES
Carlsbad, CA

Over The Hill Gang

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For more information, call 714/783-1240, or write P.O. Box 387, Colton, CA 92324.

RUNOVER RON RYER
President, OTHG

The *old* way

I'm glad someone else thinks the way I do. Thanks to Mr. G.K. Scott for his comments about Grand National racing.

To make things simple and interesting, how about going with the same formula of 750cc twin-cylinder road racers, for which there would be three competitive makes. That would make it very similar to the *old* way, the best all-around racer; i.e. Gene Romero, Dick Mann and Gary Nixon.

Please, AMA — listen to the fans, because we pay the bills!

TONY NADRATOWSKI
San Bernardino, CA

P.S. David Aldana: Next time you show up at the Ascot TT, bring your old Norton because it's much more pleasant to listen to than that uncompetitive ring-ding Yamaha.

Aldana doesn't have the Norton anymore... Editor.

2+2=5

You once again made a mistake in the overall points standings of the Insport/Wrangler Supercross Series. You show Broc Glover in sixth place after the Pasadena event. You also show Mark Barnett is now in seventh, when in fact these two riders are both tied for sixth, 284 points apiece, not 284 to 283. Get on the ball and get it right.

Cycle News should spend more time on getting things straight and less time trying to prove Eddie Lawson is a better racer than Freddie Spencer!

G.K. SCOTT
Newbury Park, CA

We received all our points information directly from Insport. Insport admittedly made a mistake when adding up Barnett's points after the Orlando Supercross. He should have had 256 points, not 257. So, the point standings are correct after Pasadena. And, what do Eddie Lawson and Freddie Spencer have to do with Supercross point standings?...Editor.

John Ulrich is controversial

Since John Ulrich came to *Cycle News* recently, this newspaper has become a rag. It's time to put an end to this stupid rivalry *Cycle News* is trying to advocate between Eddie Lawson and Freddie Spencer. John Ulrich is to be held completely responsible for it. Ulrich is the one allowing it to continue by repeatedly printing letters and comments in *Cycle News*.

To allow a controversy to start and then grow is unexcusable (sic). Weekly, *Cycle News* adds more wood to the fire, instead of water.

The best thing about *Cycle News* is that it fits perfectly under my motorcycles while changing their oil.

G.K. SCOTT
Newbury Park, CA

Weekly, Mr. Scott sends Cycle News *one, sometimes two letters on a wide range of topics. We refuse to supress the exchange of ideas to avoid controversy; that's why we often print letters from guys like Mr. Scott... Editor.*

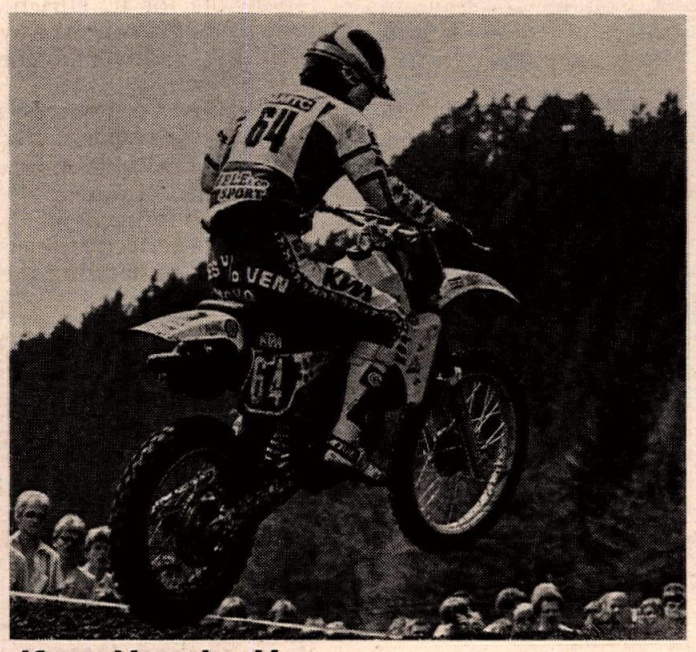
Published letters do not necessarily reflect the position of Cycle News, Inc. Send letters to Voices, Box 498, Long Beach, CA 90801.

Heinz Kinigadner

KTeaM

leads two World Championships

KINIGADNER WINS 250 ITALIAN G.P.



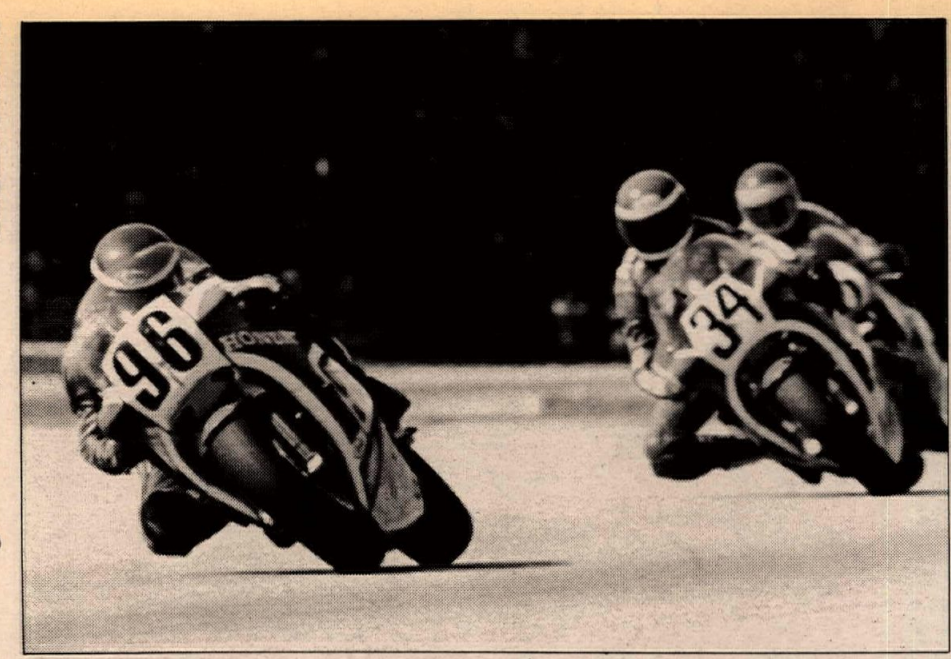
Kees Van der Ven

The KTeaM taught everyone in the 250 Class a Kinigadner lesson at the Italian 250 World Grand Prix Motocross*. Heinz Kinigadner extended his Championship lead with his (1-1) finish, making it three overall wins so far in 1984.

Kees Van der Ven also leaps toward the World 125 Motocross Championship, with three overall wins and the points lead at the halfway point of the 1984 season.

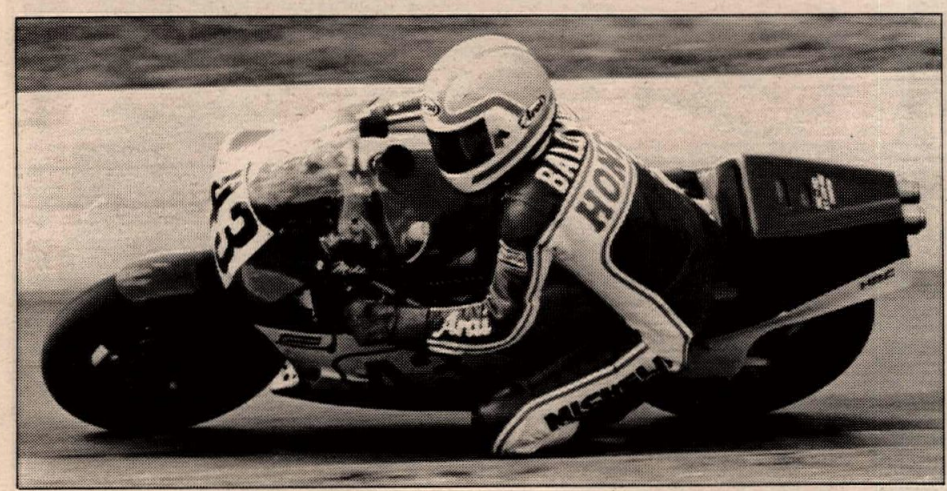
**Lavello Mombello, Italy, (6/3/84)*

Join the KTeaM KTM



PHOTOS BY BERT SHEPARD AND VAN VOORHIS

RS500s everywhere: Randy Renfrow leads Wes Cooley and TZ750 rider Doug Brauneck. (Below) Formula One winner Mike Baldwin.



Two-time U.S. Champion Rich Schlachter and his MacLean Racing RS500 finished third.

AMA Grand National Championship/Camel Pro Series: Round 11

Mike Baldwin scores at Road America

By Gary Van Voorhis

ELKHART LAKE, WI, JUNE 10

Mike Baldwin, with a flawless ride aboard his factory-backed Honda RS500, broke a personal string of bad luck at Road America to win the Formula One National during the Honda Super Cycle Weekend of racing.

Baldwin, in his two previous rides at the track, failed to finish one complete lap in either National. On this day, the bad luck fell on last year's winner, Miles Baldwin. A broken crankshaft in Miles' Shoei/Cam-2-sponsored Yamaha TZ750 put the popular Canadian rider on the sidelines after a rousing nine-lap duel for the lead with Mike Baldwin.

Nick Richichi, on another TZ750, was in contention for the lead until he was nearly blown over by a gust of wind. He inherited second on his Shoei/GS Performance/ND-sponsored machine when Miles Baldwin retired and he then rode a steady race, closing to within 18.3 seconds of Mike Baldwin at the flag.

Honda RS500 riders in the form of MacLean Racing's Richard Schlachter and Sure-Fire/Burt Bigony-sponsored Randy Renfrow finished third and fourth with Doug Brauneck putting his privateer TZ750 into fifth.

Mike Baldwin, the 1982-83 AMA Formula One Road Race Champion, leads the Formula One point standings after two rounds by a two point margin, 24 to 22, over Richichi and Schlachter.

While skies were clear in contrast to Saturday's on/off drizzle, the wind had picked up and gusts of 20 mph and higher were common, and bothered all riders. The estimated 25,000 spectators spread out around the four-mile, 14-turn track in the emerald green countryside didn't seem to mind.

This was the first National to run under the new AMA rule which limits the starting field to the 25 fastest riders in timed qualifying plus an additional five at the promoter's option. Those riders not qualifying for the National run a consolation race.

Mike Baldwin grabbed the pole with a 2 minute, 25.491 second lap. Richichi, Schlachter, Miles Baldwin and Honda RS500-mounted Wes Cooley filled out the front row. Renfrow, who broke second gear in his transmission on his first lap of qualifying and didn't make the top 25, was lucky to get into the added five at the back of the grid. Among those who didn't was Rueben McMurter.

Mike Baldwin led the opening lap of the 18-lap final to within 50 feet of the start/finish line where Richichi drafted past with Miles Baldwin, Schlachter, Cooley, TZ750-mounted Art Robbins and Brauneck following. Renfrow had already carved his way to eighth.

The Mike/Miles/Nick show became Mike/Miles on lap four when a gust of wind hit Richichi as he was exiting a turn and nearly blew him off the track. "I got slammed broadside by the wind and by the time I recovered and got my concentration back I had lost about eight seconds and any chance of closing back up on Mike and Miles," said Richichi.

The average speed at the end of five laps was 104 mph with Miles out front by a bike length. The two Baldwins continued to burn up the track in an exhilarating show of wheel-to-wheel, draft-and-pass racing between two veterans of the art. By lap seven the two had pulled out 13 seconds on Richichi while Schlachter ran a lonely fourth ahead of an on-the-gas Renfrow.

Gregg Smrz, in his first ride on a Honda RS500, parked his bike after running into undisclosed engine problems.

The start of the 10th lap saw Miles with a three-bike length lead on Mike as the two streaked past the start/finish line and blasted towards turn one. Nine turns later the "race" was over. Miles' engine came up with a broken crank and he was out for the day. With Miles out, Mike Baldwin had a 30-second cushion on Richichi who took over second. Schlachter and Renfrow also moved up a position with a battle between Cooley and Brauneck over fifth heating up.

On lap 11, Brauneck took over sole possession of fifth and the finishing positions were set.

As the laps wore down, Mike Baldwin slowed a bit while Schlachter moved closer to Richichi, but not close enough to make any real challenge. Renfrow, Brauneck and Cooley trailed while Robbins was a lonely seventh.

Rich Chambers and Hap Eaton, both riding Yamaha TZ750s, provided the only other battle in the top 10. Chambers finally got the upper hand for eighth with John Bettencourt coming home in 10th on his Honda Interceptor.

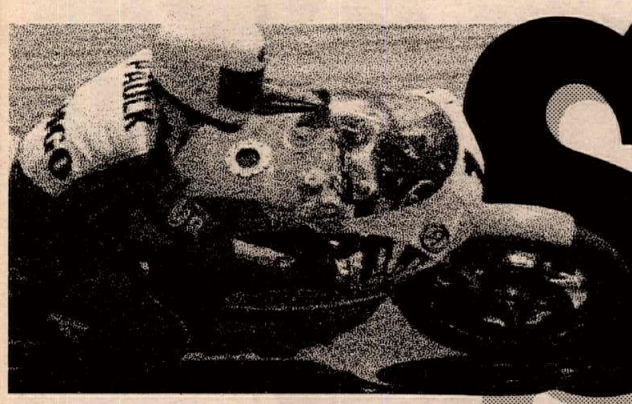
"I really feel sorry for Miles," said Mike Baldwin. "We had a good race going and I think both of us were really enjoying it. If Miles hadn't had an engine problem, I'm sure the race would've gone right to the final feet before one of us came up the winner.

"Before the start all I was thinking about was finishing the first lap. Once that was over with I knew I didn't have anything to worry about. The wind was a problem only after Miles dropped out. Until then, we were concentrating so hard on racing I doubt either of us noticed it. After Miles parked his bike I tried to slow my pace. When I did that, I began to get blown around.

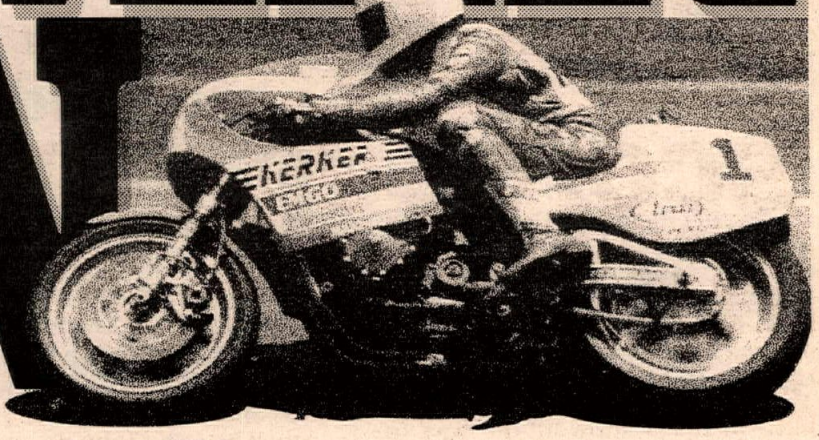
"Phil McDonald, my tuner, and I opted for a gearing change because of the windy conditions and it proved to be right," said Baldwin.

"My intentions were to make it a three rider race to the finish," said Richichi. "That strategy ended when I nearly got blown off the track. After that I had no chance to catch back up so I decided finishing second was a

S U Z U K I



SUZUKI PUTS THE HAMMER DOWN



Team Hammer nailed down yet another endurance win at Road Atlanta last week, hurling their GS 1100-based Suzuki to victory in round three of the WERA National Championship Endurance Series.

Despite crowded starting grids, a continually deteriorating track and badly-timed mishaps, team members Joey Osowski, Russ Paulk and Steve Baron kept pounding away hour after hour to capture the checkered flag.

There were times, in fact, when the team's lead spanned an incredible eight laps over the rest of the pack. And with performance like that, it's obvious that Suzuki and Team Hammer have both got a handle on winning.

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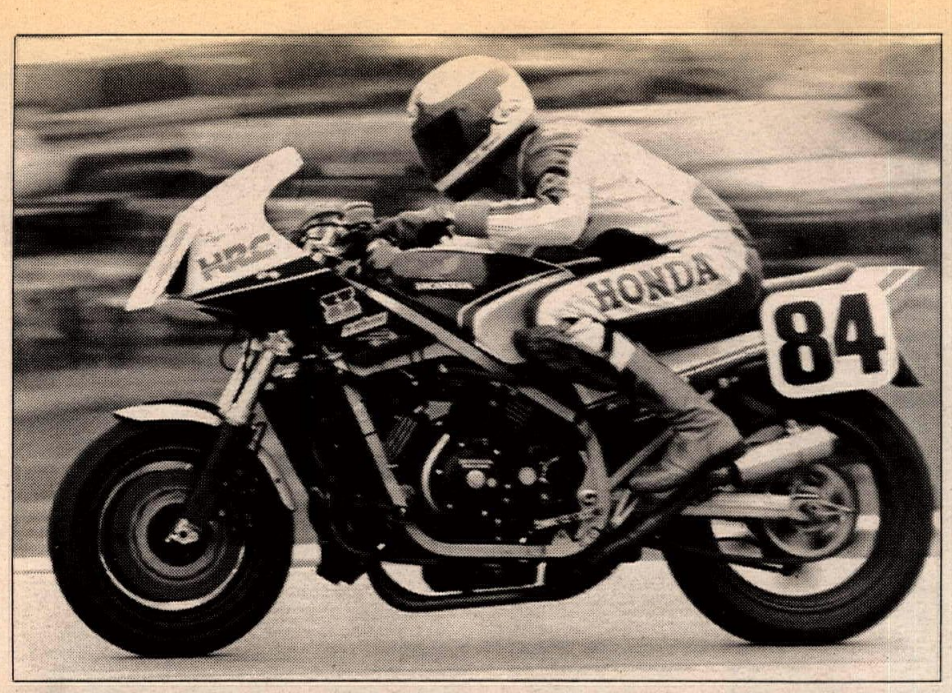
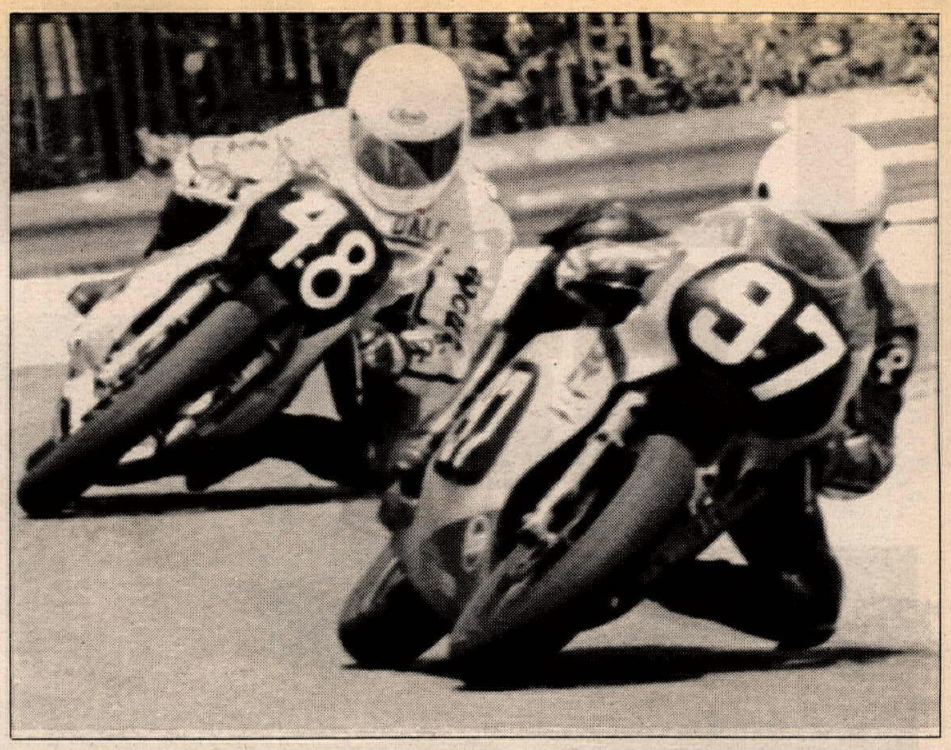
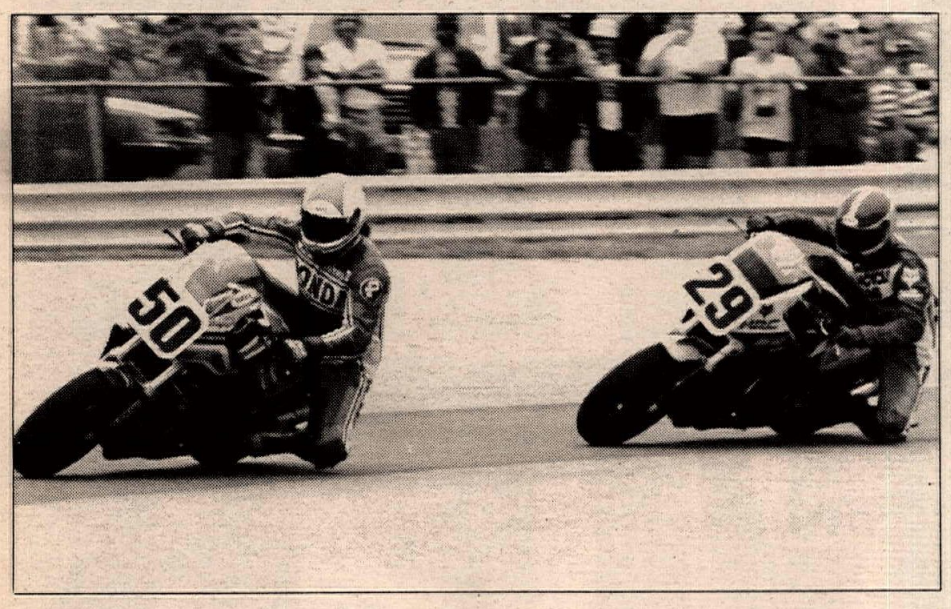
The Sensation of Winning.





Fred Merkel won the Superbike race, again. (Below) Sam McDonald (29) beat John Bettencourt at the line.



Texan Kevin Brunson leads Dale Franklin in Formula Two; Brunson won on his Armstrong. It was his first National F-2 win.

lot better than trying to push hard and maybe making a mistake. I was having handling problems with the front end and the bike wasn't the easiest thing to ride. I want to thank Mark Bogus, who put in a lot of time on the bike. We had the right combination except for a little luck."

"I'm just glad to be back racing," said Schlachter. "I'm still missing a little bit of the edge I had before I retired after the 1982 season. Still, I'm pleased with third. I felt good riding at Daytona and I felt even better here, so things are coming together. With back-to-back Nationals over the next two weekends I should be able to get right back in the groove. Stuart Toomey has the bike dialed in so all I have to do is show it the way to winner's circle."

In the consolation event, Rueben McMurter took over the lead with half a lap to go int he five lap race and edged Jimmy Adamo at the finish by two bikelengths. Adamo, aboard the Team Leoni Cagiva, led from the start and was stalked by Kawasaki 1000ELR-mounted McMurter until he moved by. ●

Results

18-LAP NATIONAL: 1. Mike Baldwin (Hon); 2. Nick Richichi (Yam); 3. Rich Schlachter (Hon); 4. Randy Renfrow (Hon); 5. Doug Brauneck (Yam); 6. Wes Cooley (Hon); 7. Art Robbins (Yam); 8. Rich Chambers (Yam); 9. Hap Eaton (Yam); 10. John Bettencourt (Hon); 11. Uri Bergbaum (Suz); 12. Bruce Lind (Yam); 13. Boonie Knott (Yam); 14. Dave Schlosser (Yam); 15. Glenn LaRock (Yam); 16. Thomas Mason (Hon); 17. Terry Hampton (Hon); 18. Kurt Wanner (Yam); 19. William Himmelsbach (Suz); 20. Henry DeGouw (Yam).
TIME - 44 min., 7.011 secs.
AVERAGE SPEED - 97.92 mph.

AMA GRAND NATIONAL CHAMPIONSHIP/CAMEL PRO SERIES POINT STANDINGS: 1. Ricky Graham (105); 2. Randy Goss (89); 3. Ted Boody (80); 4. Scott Parker (78); 5. Bubba Shobert (74); 6. Doug Chandler (68); 7. Alex Jorgensen (62); 8. Terry Poovey (52); 9. Steve Morehead (48); 10. Jimmy Filice (43); 11. Jay Springsteen (39); 12. Pete Hames (36); 13. Steve Eklund (32); 14. Scott Pearson (30); 15. (TIE) Mike Baldwin/Garth Brow/Hank Scott (24); 18. (TIE) Nick Richichi/Rich Schlachter (22); 20. Kenny Roberts (20).

AMA Superbike Championship Series: Round 4

Merkel in command all the way

ELKHART LAKE, WI, JUNE 9

Honda's Fred Merkel put in a 15-lap command performance at Road America to garner his third straight Superbike victory.

Merkel's start-to-finish run out front was followed throughout the race by a duel between John Bettencourt and Sam McDonald, that was decided in McDonald's favor after an all-out drag race to the checkered flag. Kawasaki rider Dale Quarterley put together a come-from-behind charge which saw him move from last off the grid after stalling his bike's engine to fourth at the finish. Rueben McMurter pushed his Honda through traffic from a back row start to follow Quarterley home in fifth.

Quarterley, on the Brockton Cycles-sponsored mount, took the pole position for the final by virtue of winning the fastest qualifying heat. It was Quarterley's first-ever time on the pole for a Superbike Series race. Merkel sat alongside after winning his heat, which was run in a light rain. Pietri Racing's Roberto Pietri had his Honda in third with the Team Leoni Cagiva of Jimmy Adamo — the only twin in the first four rows —fourth on the line.

The threat of rain left riders with a tough decision: Run slicks and hope that if it rained the race would be stopped so they could change to rain tires, or start on rain tires or a combination in between and hope that if only a light rain fell the race would not be stopped. Merkel went with hand-cut grooves in his slicks, both front and rear, while Bettencourt had grooves cut in only his rear tire with a slick on the front.

"I'm jazzed," said Quarterley before the start. "A front row starting position is always good, but being on the pole for the first time is really neat." Unfortunately for Quarterley, he killed the bike's engine on the start and was some 300 yards behind the final rider off the grid by the time he got going.

Merkel didn't wait for anyone and had established a clear advantage by the end of the first lap on the four-mile, 14-turn course. Bettencourt and McDonald were already into their confrontation over second a good distance ahead of Pietri. The battle for fifth was led by 1981-83 Canadian Superbike Champion Rueben McMurter on the Sports Afield/International World of Motorcycles/Action Accessories/Shoei/Dunlop Canada/Phoenix Racing-sponsored Honda. Mike Harth, Glenn Barry, Ricky Orlando and Rick Chambers followed.

By the fifth lap, Quarterley had sliced his way through traffic in an attempt to catch the front-runners and was in seventh, 29 seconds behind leader Merkel. Adamo's chance at a top placing had gone away on the second lap when he had to pit to repair a throttle cable problem. Pietri was slowly dropping back, the victim of an engine oil leak.

At the halfway flags, Merkel was in complete command ahead of the continuing Bettencourt/McDonald battle for second. Quarterley was up to fourth with McMurter right on his rear tire.

Merkel was averaging 95.192 mph as the strung out field headed into the final five laps. Bettencourt held the upper hand at the start/finish line over McDonald on each lap as the two went at it for second all over the track. McMurter continued to hound Quarterley in their fight for fourth. McMurter was lucky to be racing after not even getting one lap of practice before the final.

"I was having all sorts of transmission problems," said McMurter. "It's a new bike and getting used to riding and working on a Honda after Kawasakis for a long time is a bit rough. Fortunately, Udo Gietl of Honda was nice enough to let Merlyn Plumlee of his crew give me a hand sorting out the problems I had."

Merkel's overheating tires caused him to slow his pace quite a bit on lap 13 and the Bettencourt/McDonald freight train closed to within seven seconds. The gap was the same as the white flag, signaling one lap to go, was shown to leader Merkel.

Merkel waved to the fans and his pit crew as he took the checkered flag. Then all eyes turned to the battle for second. McDonald pulled out of Bettencourt's draft as the two charged up the uphill straight leading to the start/finish line. McDonald pulled alongside and then moved past to lead the drag race to the finish by about a bike length. Quarterley and McMurter rounded out the top five. Orlando, Barry, Hernon, Kocinski followed with Dave Schlosser, coming back from a heat race crash, 10th.

Results

1. Fred Merkel (Hon); 2. Sam McDonald (Hon); 3. John Bettencourt (Hon); 4. Dale Quarterley (Kaw); 5. Rueben McMurter (Hon); 6. Ricky Orlando (Hon); 7. Glenn Barry (Hon); 8. Pat Hernon (Hon); 9. John Kocinski (Hon); 10. Dave Schlosser (Hon); 11. Carry Bryant (Kaw); 12. Tom Mason (Hon); 13. Roberto Pietri (Hon); 14. Mike Landrum (Hon); 15. Gary Horton (Hon); 16. Daniel Hayes (Suz); 17. John Jacob (Hon); 18. Fred Renz (Hon); 19. Rick Shaw (Hon); 20. Jimmy Adamo (Cag).
TIME: 38 min., 10.905 secs.
AVERAGE SPEED: 94.286 mph.

AMA SUPERBIKE CHAMPIONSHIP SERIES POINT STANDINGS: 1. Fred Merkel (60); 2. John Bettencourt (53); 3. Sam McDonald (45); 4. Dale Quarterley (42); 5. Rueben McMurter (34); 6. Ricky Orlando (29); 7. Roberto Pietri (21); 8. Freddie Spencer (20); 9. Jimmy Adamo (18); 10. Wes Cooley (16).

Formula Two

Brunson wins swapfest

ELKHART LAKE, WI, JUNE 10

Kevin Brunson had the horsepower where it counted on the last lap and put it to good use as he topped Dale Franklin for the Formula Two win. The two battled and swapped the lead for the final half of the 14-lap race with the margin of victory about 30 bikelengths at the finish. Don Greene came on strong on the final lap to take third, a short distance ahead of Chris Steward, with Joey Sommers rounding out the top five.

For Brunson, a 20-year-old native of Texas and a student at North Texas State University, the victory was a sweet one since it was his first in Formula Two competition at a National. Brunson rode a Rotax-powered Armstrong.

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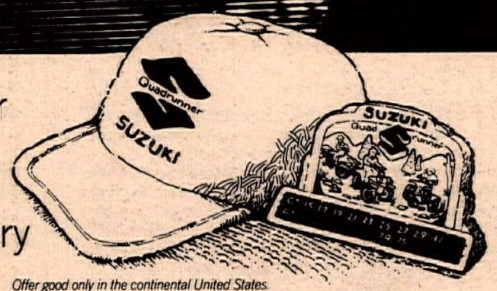

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Jim Adamo leads Gene Church down a straight in their battle for Battle of the Twins. Church crashed; Adamo won.

Don Greene led a six-rider freight train as the first lap ended. Greene, the pole sitter, had Brunson on his tail, followed by Yamaha riders Dale Franklin, Dave Busby, Joey Sommers and Alan Labrosse. Sam McDonald, who bogged the engine on his Honda on the start, had carved his way through traffic to ninth.

McDonald retired on lap two with suspected ignition problems before Franklin took over the lead only to hand it to Brunson.

Santiago Londono moved into eighth by lap four with John Williams and Tracy DeMuro rounding out the top 10.

On the fifth lap, it was Franklin back in command over Brunson and Sommers. Labrosse, Steward and Greene were battling for fourth in a tight race.

The halfway flags saw Brunson over Franklin by one bike-length with the two opening some ground on Sommers in third, while Greene and Steward were locked in a tight formation for fourth and Labrosse was staying within striking distance.

Franklin came right back for the lead on the next lap with the top six positions holding. Busby ran seventh, followed by John Williams, DeMuro and Londono.

Franklin opened up the biggest lead of the race as the field got the five laps to go sign, with about 15 bike-lengths separating him from Brunson. Greene was coming back strong and was in third over Steward and Sommers.

Brunson opened up over a second on Franklin in the final four miles to take the victory, his arm outstretched and waving to all as he took the checkered flag. The battle for third also went away as Greene opened up some distance on Steward. Sommers led Busby and Labrosse, with Williams just edging DeMuro for ninth in a close finish.

"The gusting wind was really scary, especially in turn one," said Brunson. "My sponsor, Mr. A.A. Harper of San Marcos, Texas, will be really happy to hear about my victory."

"It was a matter of top speed," said Franklin about his second place finish. "Kevin had it where it counted, but I don't feel bad because we had a good race going on. I'd like to thank Renton Yamaha and Dave Harold of Motorcycle Works for their help."

"I've been having a hard time this year," said Greene. "When you do your own tuning and everything else it makes it hard to concentrate on the racing. My strategy was to let things sort themselves out and then charge, but John and Kevin got away and I couldn't catch them. There are a lot of people behind my program and I want to thank them all for their assistance." •

Results

1. Kevin Brunson (Arm); 2. Dale Franklin (Yam); 3. Don Greene (Yam); 4. Chris Steward (Yam); 5. Joey Sommers (Yam); 6. Dave Busby (Yam); 7. Alan Labrosse (Yam); 8. John Williams (Rtx); 9. Tracy DeMuro (Yam); 10. Gary Griffith (Yam); 11. Doug Brauneck (Spo); 12. Gary Gibson (Yam); 13. Dan Guglielmo (Yam); 14. Gary Maslanka (Yam); 15. Andrew Price (Yam); 16. Joe Lachniet (Yam); 17. Boonie Knott (C-A); 18. Dan Geiger (Yam); 19. Carl Muffley (Yam); 20. John France (Yam).
TIME: 36 min., 45.30 secs.
AVERAGE SPEED: 91.416 mph.
FORMULA TWO POINT STANDINGS: 1. Chris Steward (45); 2. Dave Busby (39); 3. Don Greene (36); 4. (TIE) Tracy DeMuro/Dale Franklin (34).

Battle of the Twins

Adamo all the way

ELKHART LAKE, WI, JUNE 10

Jimmy Adamo made short work of the Battle of the Twins final as he ran way and hid from the field to win after series point leader Gene Church crashed on lap two and was unable to get his bike restarted. Adamo piled up a one minute lead in the 10-lap feature. Harry Klinzmann rode to a lonely second, with Tony Guest taking third over Devin Battley and Dave McClure.

Defending Series Champion Adamo, aboard the Team Leoni Cagiva, grabbed the lead off the start with Harley-Davidson Owners Group-sponsored Church right behind. Church closed as the front-runners drew away from the BMW-based MKM of Harry Klinzmann beginning lap two. Syd's Cycles-sponsored Ducati rider Malcolme Tunstall followed ahead of the HTWT BMW of Devin Battley. The rest of the field stretched out behind with Tammy Kirk, making her road racing debut on a Robison Harley-Davidson-sponsored Harley, about mid-pack.

Church's ride almost didn't come about as he broke the primary chain in the final practice session and did enough damage to run out of parts. The items needed arrived from the Harley factory in Milwaukee in time for repairs. Kirk also had problems and was running her Harley XR750 mile engine after putting a rod through the cases in the original XR1000 engine in Friday's practice. Klinzmann was another rider who struck problems, but solved a handling/transmission malady before the final.

The positions held through the halfway point at lap five. Kirk was running a steady race in 12th before dropping back with brake troubles. Mark Mercadante, aboard a Ducati, held down sixth and first in the Lightweight Modified class with Harley-mounted Will Roeder in ninth, leading the Stock class.

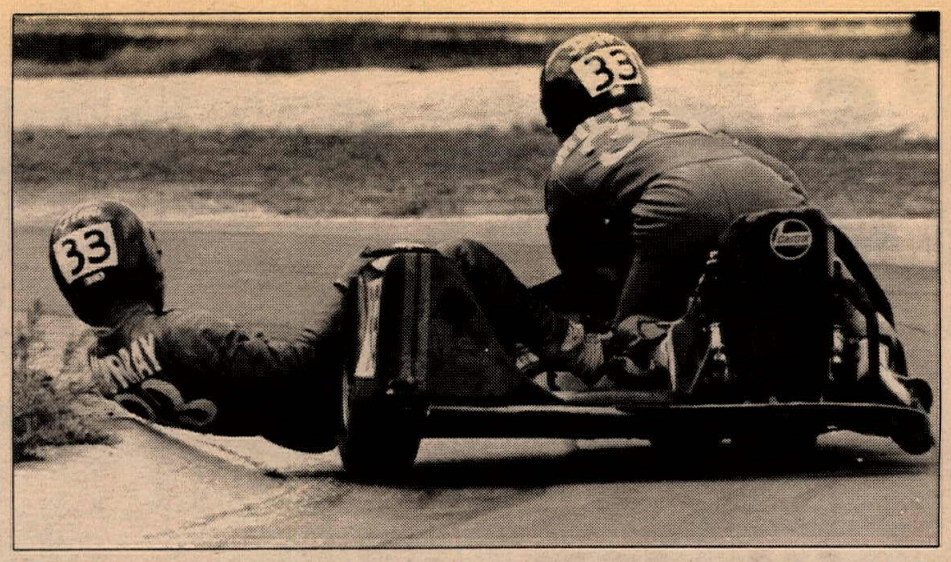
Positions in the top five didn't change to the finish. Winner Adamo held a one-minute edge on Klinzmann.

Guest, in third, took the Heavyweight Modified win while Mercadante, in sixth, held for the Lightweight Modified victory. Eighth place Roeder was the Stock class winner.

"I like racing on fast tracks and that's what Road America is," said Adamo in winner's circle. "Reno Leoni builds me a strong bike so I just go out and run hard. We didn't have any luck in the first two rounds this year, but I think that has changed now."

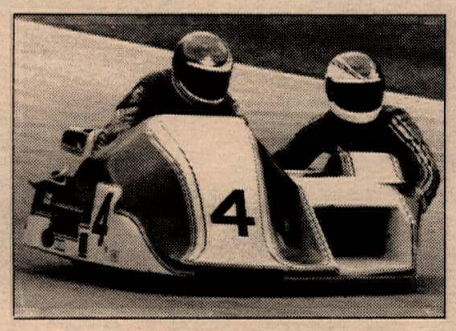
"My race was pretty boring," said Klinzmann. "It got lonely out there. I only had one problem and that was I forgot to charge the battery before the race and the bike was running slower and slower at the end. Krauser, Arai and Champion help me out."

"I don't get to make that many races so when I do I have to to the best I can," said Guest. "I'm really happy about taking third overall and winning my class. Kevin Bracken, my partner, really helped out a lot."



Steve Millard and James Murray demonstrate the back-to-the-wall attitude of Sidecar racing. They finished fifth.

Sidecar winners Ian Fillery and Brian Ceelen in action.



Results

GP: 1. Jimmy Adamo (Cag); 2. Harry Klinzmann (MKM); 3. Devin Battley (BMW); 4. Kevin Bracken (Duc); 5. John Stapleton (M-G).
H/W MOD: 1. Tony Guest (Duc); 2. Dave McClure (H-D); 3. Phillip Friday (BMW); 4. David Hesli (Duc); 5. Charles Bostwick (Duc).
STOCK: 1. Will Roeder (H-D); 2. Bob Crawford (H-D); 3. Brent Ross (Yam); 5. Paul Harrison (BMW).
L/W MOD: 1. Mark Mercadante (Duc); 2. Roger Sears (Duc); 3. Stanford Crane (Duc); 4. James Novshek (M-G); 5. Bert Stuckert (BMW).
TIME: 26 min., 16.557 secs.
AVERAGE SPEED: 91.338 mph.

Sidecar

Fillery/Ceelen top RA chair battle

ELKHART LAKE, WI, JUNE 10

The team of Ian Fillery and Brian Ceelen rolled to an easy win in the eight-lap Sidecar final. Ron Thorne, with passenger John Dougherty, took second away from a slowing Bruce Lind and Jack Hart on the final lap.

Lind/Hart came on strong in the opening four laps, pulling out to a 15-second lead before striking problems and losing the lead to Fillery/Ceelen on the fifth lap. As the new leaders stretched out their advantage, Lind/Hart saw their second place position become insecure as they continually slowed while Thorne/Dougherty were on the gas and thirsting for the kill. Halfway through the final lap, Thorne/Dougherty caught and pased the ailing Lind/Hart entry and the top three were set. The team of John and Arthur Daily ran a solid fourth for the entire race.

"I was afraid we were going to run out of gas on the last lap," said Fillery. "Luckily, we didn't. It feels good to win the race two years in a row."

"We had some problems on the final lap," said Ron Thomas. "John apparently got heat prostration and I had to hold onto him the entire last lap. In addition, I think he slipped and got his hand run over. He's going to be all right, but he went to first aid to get looked at."

"Our jinx at Road America continues," said Lind. "We were out in the lead just cruising and the entire braking system, front and rear, went away. We tried our best to keep up the pace, but without brakes it wasn't easy." •

Results

1. Ian Fillery/Brian Ceelen (Yam); 2. Ron Thorne/John Dougherty (Win); 3. Bruce Lind/Jack Hart (Yam); 4. John Daily/Arthur Daily (Suz); 5. Jeff Millard/James Murray (Kaw); 6. Marvin Hagele/Michael Schneider (Suz); 7. Fred Hopp/William Alston (Kaw).
TIME: 22 min., 43.569 secs.
AVERAGE SPEED: 84.484 mph.

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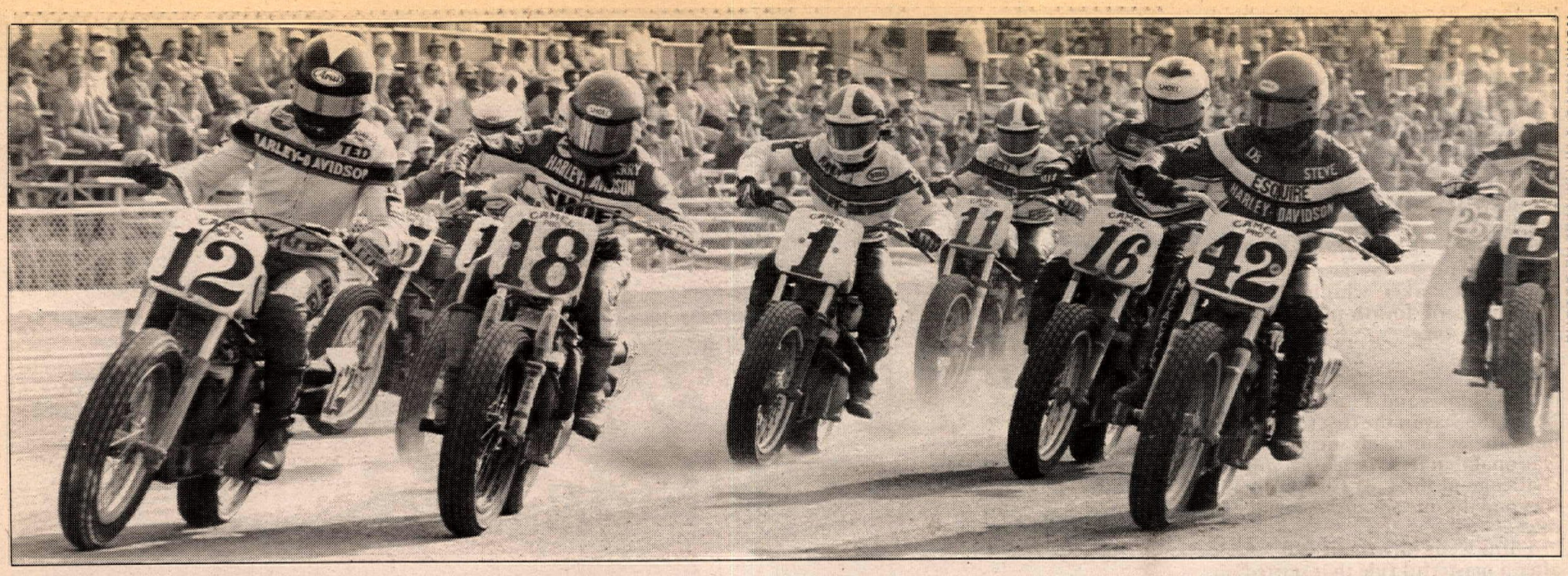
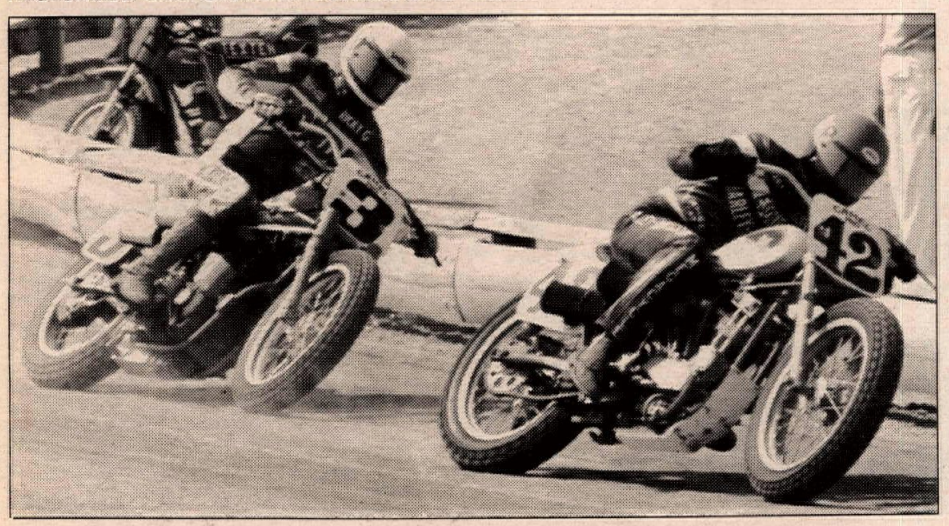


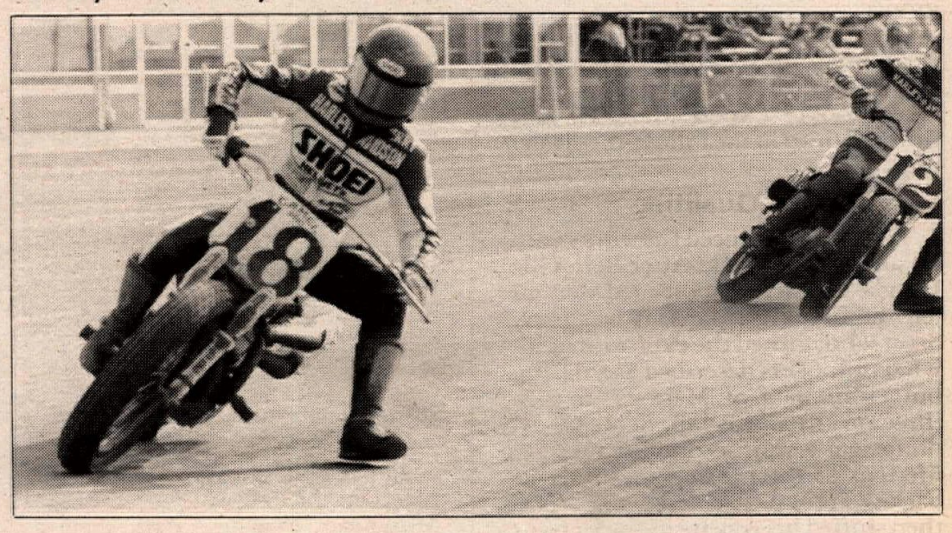
PHOTOS BY FRAN KUHN & GARY NIXON

Ted Boody (12) leads Garth Brow and Jimmy Filice (hidden), Terry Poovey (18), Randy Goss (1), Scott Parker (11), Ronnie Jones (16), Steve Morehead (42), Jonathon Cornwall (25) and Ricky Graham.

Morehead and Graham battled over third.



Poovey leads Boody late in the National final.



AMA Grand National Championship/Camel Pro Series: Round 10

Poovey leads Harley sweep in Delaware

By Jack Mangus

HARRINGTON, DE, JUNE 9

Texan Terry Poovey led Ted Boody and Steve Morehead past the checkered flag at the conclusion of the Pabst Classic Half Mile which was run at Delaware State Fairgrounds in Harrington. The trio turned in the first Harley-Davidson sweep of a Camel Pro Series event this season.

Both winner Poovey and runner-up Boody were aboard XR750s out of the Tex Peel stable. Poovey was riding the XR normally ridden by injured Matt Rosowicz, which was being tended to by former dirt track ace Corky Keener.

Following the Harley-mounted trio across the finish line was series point leader Ricky Graham of Team Honda. Graham extended his point lead over Randy Goss, who finished ninth on the day, with the former Grand National Champion's total now at 105 and the defending champ's 89.

Promoter Jay Milligan reported a crowd that was "up from last year." The crowd and competitors had to tend with record-breaking temperatures that saw thermometers soaring to nearly the 100-degree mark. The blistering sun contributed to a narrow groove track that with few exceptions produced follow-the-leader racing.

Time trials

Unlike last year when three riders logged qualifying laps in the 25-second bracket, fast time this year was 26.052 seconds. That time was turned in by Team Honda's Bubba Shobert and he took the $100 awarded to the fastest qualifier home to Lubbock, Texas.

Rounding out the top five qualifiers were Poovey at 26.162, Boody at 26.268, Graham with 26.32, and Goss at 26.345.

Only 47 Experts posted for the event and everyone who took a qualifying lap automatically qualified for what would normally be a 48-man field.

Heats

Grand National Champion Randy Goss led the field through turns one and two at the start of the first 10-lap heat race that would see the first three finishers advance to the National. Goss led all the way to score a seemingly easy win, but behind him nothing came easy. Pole sitter Bubba Shobert was buried back in the pack at the start and after working his way up to fifth behind Randy Texter, Shobert pitched it away in turn three on the final lap.

"I was trying too hard and went down in turn three," said Shobert. "It was my fault, but that's racing."

Texter was a victim of Shobert's get-off: "I had no choice. I had to lay it down to avoid him. I got up real quick and completed the lap so I advanced to a semi. I'll have another chance in that race and if I don't make it there I'll have to win the Last Chance Qualifier."

While Goss romped away up front, Canadian Jon Cornwell held second until three-time Grand National Champion Jay Springsteen, who was making his first appearance on the circuit in over a month, took over the runner-up spot for good on the seventh lap. Cornwell held on to third with Pete Hames finishing fourth.

Poovey ran away with the second heat, leading every lap. Garth Brow held second all the way and after the initial lap shuffling it was Honda's Doug Chandler in third from the second lap to the finish. Tim Mertens and Gary Scott finished fourth and fifth, respectively.

That the groove was completed was obvious when the second heat turned out to have been run some three seconds faster than the opening heat. The track was watered after the second heat.

Heat number three turned out to be the fastest of the day and the fastest of the fast was winner Ted Boody. The checkered flag saw the tall Michigan rider crossing the line a good distance ahead of the Harley Owner's Group-sponsored, Eddie Atkins-tuned XR of Jim Filice. Third went to Oklahoman Ronnie Jones and his Warren H-D/Megacycle/Shoei XR.

Former Grand National Champion Steve Eklund provided the fireworks in the third heat as he tried to make the outside cushion work. Only once did he come down onto the groove and that was on the sixth lap when he squeezed in between Filice and Jones in turn one. Eklund finished fourth.

The fourth and final heat was a crowd-pleaser and the stars of the race were Morehead and Graham. Morehead and his Esquire/KK Motorcycle Supply/Storz/Dragoo-sponsored, Paul Cheiml-tuned XR led every lap but the one that counts. Dogged relentlessly by the Honda of

Graham, Morehead was able to hold the former champ off until the pair hit turn three on the final lap and Graham took the lead and went on to win.

"It's easier to run second in a race like that," said Graham. "I watched Steve and knew where I could get him. I got under him in three and got the drive I needed to lead him across the line."

Finishing third behind Graham and Morehead was factory Harley rider Scott Parker, who held off the challenges of fourth-place finisher Scott Pearson.

Semis

Pete Hames and Tim Mertens ran 1-2 all the way in the first semi. With only the winner advancing to the National that left Mertens facing the challenge of the Last Chance Qualifier and the one advancement spot it offers.

Third went to veteran Gary Scott after a masterful ride that started on the penalty line and then saw the KK Motorcycle Supply/Jack Sisemore-sponsored former champ pick off rider after rider on the narrow groove.

The second semi saw Californians Pearson and Eklund finish 1-2, positions they held throughout the race. Rookie Expert Mark Hartley finished third in the follow-the-leader race.

Last Chance Qualifier

The LCQ produced fireworks both on and off the track. After Belleville Honda/Megacycle-sponsored Mertens led the first eight laps, it was Gary Scott who ignited the explosion with what onlookers described as a daring but clean pass of Mertens in turn three on the ninth lap. Scott stayed on the gas a split second longer than Mertens as the pair came down the back straightaway side-by-side. Scott then stuffed his way inside of Mertens and took the lead for good. Mertens, moved out to the cushion, shook his head as he watched Scott pull away through turn four.

Moments after the conclusion of the race, Mertens confronted Scott and according to on-lookers knocked Scott off the minibike the Ohioan was riding through the pits. Cooler heads prevailed and the pair were separated, leaving Scott to prepare for the National and Mertens to pack up.

Junior National

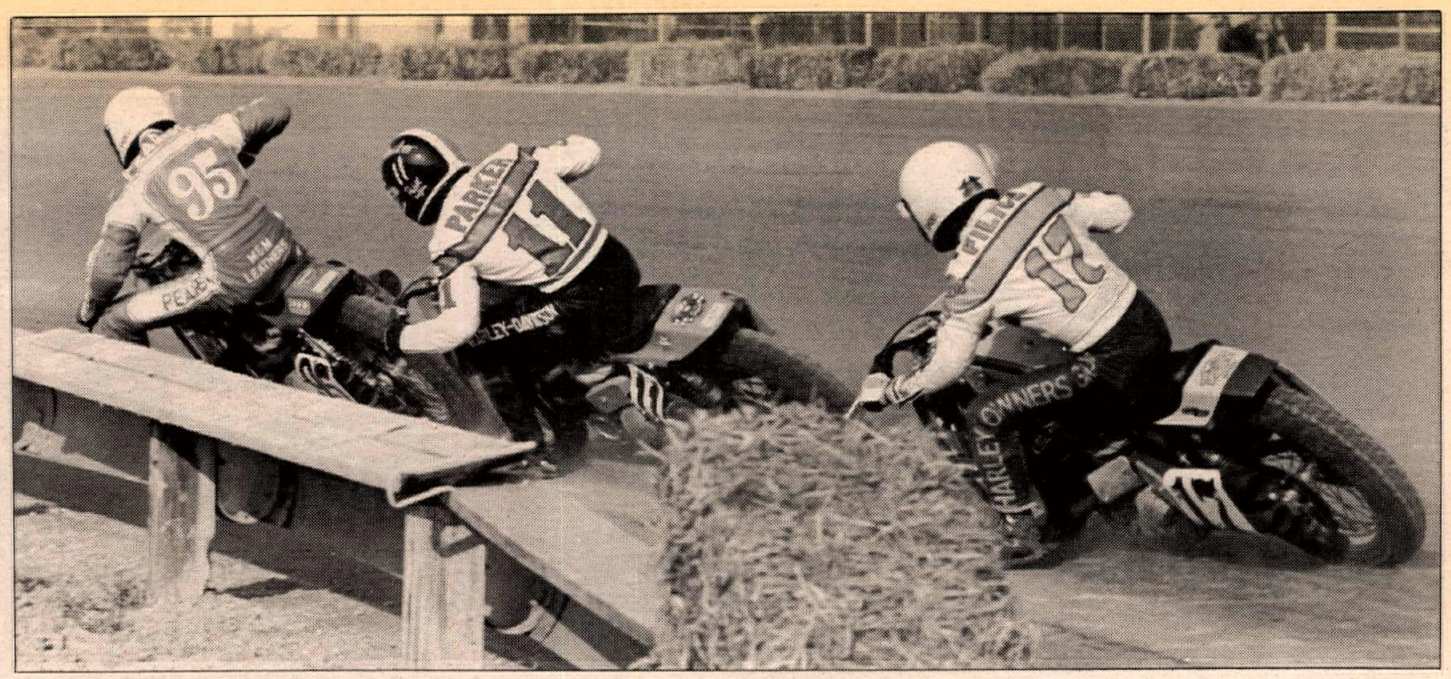
Ohioan Don Estep and his Ron Wood/Shoemaker Assoc./Steel Masters/Best Machine/Smitty's H-D-sponsored Wood-Rotax were unbeatable at Harrington. Estep was the fast qualifier, won the opening heat, and then led the 12-lap final from start to finish.

Following Estep home in both the first of two Junior heats and in the final was Californian Chris Carr. The Wood-Rotax rider escaped a collision with George Roeder II, on the first lap their heat race. Both riders went down in the incident that onlookers said was caused by Carr hitting the rear of Roeder's Harley.

Third in the Junior final went to Floridian David Miller, who had won the second heat. Miller was aboard a Harley sponsored by Mark & Karen Heinaman, MC Stuff and his parents.

National

Fast-heat winner Boody chose the hard-packed line near the grandstand wall for his starting position for the 20-lap main event, with Filice squeezing in between him and the wall. Joining them on the front row, reading from the inside to the wall, were Morehead, Brow, Jones, Graham, Goss and Poovey.



Scott Pearson is trailed by Parker and Filice as they run mid-pack.

Row two was occupied by Chandler, Cornwell, Hames, Parker and Pearson.

Missing from the grid was Jay Springsteen, who had become sick immediately after finishing his heat race. Moans and groans were heard from the crowd when they realized that the winningest rider in Grand National Championship history had scratched from yet another race due to the mysterious stomach ailment that has been his main adversary for the past several years.

The diminuitive Filice pulled off a holeshot at the flash of the green starting light only to be greeted by a red flag as he crossed the line at the completion of a lap. Cornwell had gone down, unhurt, in turn three.

The second start saw Boody get the jump on the field and he led Poovey, Morehead, Pearson, Parker, Jones, Filice, Graham, Goss and the rest of the field across the line at the end of lap one.

Poovey planted his front wheel on Boody's rear wheel and the pair opened up some ground on the rest of the field as they circled the Harrington oval. Behind them came Morehead, who had Pearson on his tail for the first three laps.

Lap four saw Boody and Poovey still running as if they were chained together while Morehead's challenger was now Graham, who had dropped Pearson to fifth.

Poovey stuffed his way past Boody as the pair led the tire-squealing pack into turn one on the fifth lap, but he drifted off the groove in turn two and Boody took over the point position again.

Behind the front runners — Boody, Poovey, Morehead and Graham — came a single-file, wheel-to-wheel pack consisting of Pearson, Parker, Filice, Jones, Chandler, Brow, Goss, Scott, Hames and Cornwell.

Lap eight saw Poovey take over the lead for good, although Boody kept him honest for the remaining 12 laps.

While Morehead and Graham argued over third, Filice took fifth away from Pearson on the 10th lap and the top six spots were locked in.

All eyes were on the battle for third between Morehead and Graham. Morehead threaded the needle on the narrow groove lap after lap, resisting Graham's every move. The intensity of their fight almost proved to be their undoing as on the 17th lap, Graham got sideways diving into turn one behind Morehead and the former champ slid into the back of Morehead's XR. They both nearly went down and only the wealth of experience the two have saved them. The incident caused Graham to back off the pace a bit and Morehead crossed the line in third behind winner Poovey and runner-up Boody.

Ohio's Don Estep took the Junior National over Wood-Rotax teammate Chris Carr and Harley-Davidson rider David Miller.

The checkered flag also greeted Gary Scott who circulated slowly after a get-off on the 14th lap, a lap that also saw Hames retire from the race. Scott's bars were bent down on the clutch side and Scott could have passed for Joe Petrali, Jim Davis, Red Wolverton or any other pioneer motorcycle racer.

As Poovey took his lap of honor with the checkered flag, Tex Peel and his crew jumped up and down with delight over their 1-2 finish. "That's the second 1-2 sweep by my bikes when I've loaned one out," said Peel. "The other time was in 1982 when I provided a bike for Morehead after his had blown up in practice at San Jose. He won that race and Ricky (Graham) was second."

Poovey, Boody and Morehead popped the corks on champagne bottles in winner's circle and sprayed everyone within reach.

"I owe this win to Matt Rozowicz," said Poovey. "I wouldn't be up here if Matt and Tex hadn't let me ride the bike. There's no way I can thank them and Corky Keener, who helped all the way, enough. Without them I'd be sitting in the pits instead of drinking champagne."

The win was the eighth National victory for Poovey, who scored his first career win as a rookie Expert in 1976.

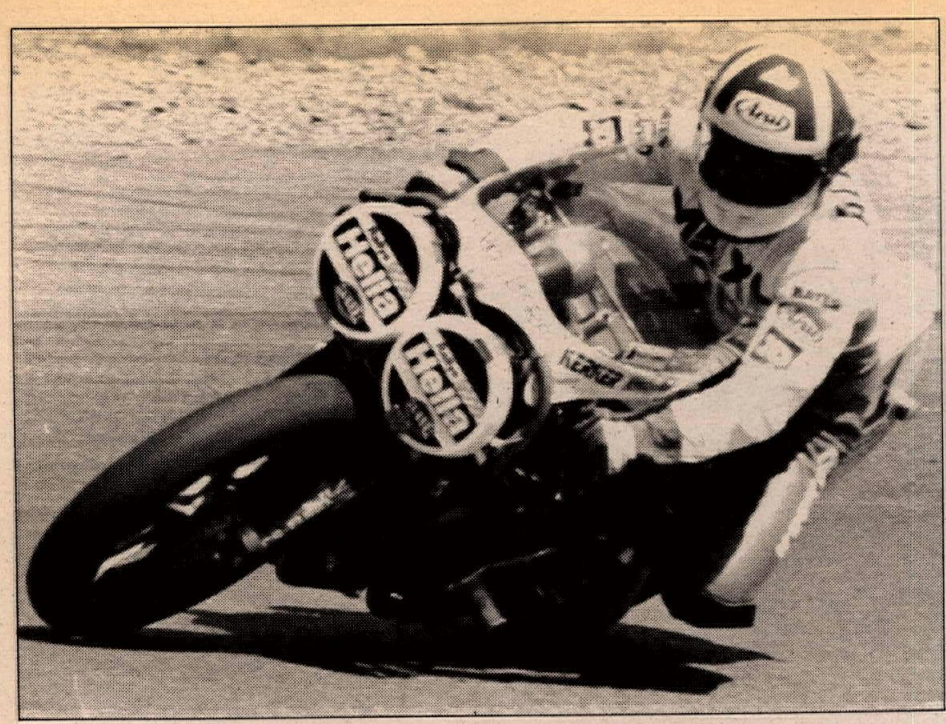
"I rode as hard as I could," said runner-up Boody. "You've got to give Terry a lot of credit. This gives Tex and Harley-Davidson a sweep. The Hondas are working real good and Ricky and the guys are riding real hard so that makes a 1-2-3 Harley sweep feel all that much better."

Morehead, a two-time Harrington National winner, was pleased with his performance. "After that battle with Graham in our heat race, I had Paul put on some taller gearing and it certainly paid off. I don't remember having a closer heat race and then a main event with the same guy before. I'm just glad that I was ahead of him in the race that counted." •

Results

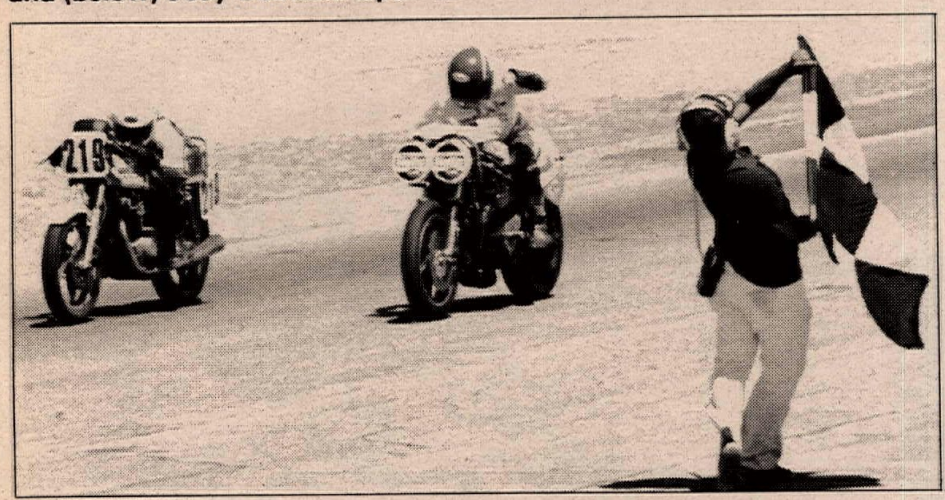
20-LAP NATIONAL: 1. Terry Poovey (H-D); 2. Ted Boody (H-D); 3. Steve Morehead (H-D); 4. Ricky Graham (Hon); 5. Jim Filice (H-D); 6. Scott Pearson (H-D); 7. Scott Parker (H-D); 8. Doug Chandler (Hon); 9. Randy Goss (H-D); 10. Ronnie Jones (H-D); 11. Garth Brow (H-D); 12. Jon Cornwell (H-D); 13. Gary Scott (H-D); 14. Pete Hames (H-D).
TIME - 8 min., 38.732 sec.
AVERAGE SPEED: 69.400 mph.

12-LAP JR NATIONAL: 1. Don Estep (W-R); 2. Chris Carr (W-R); 3. David Miller (H-D); 4. Wiley Duvall (H-D); 5. Tod Carson (H-D); 6. Tony Grady (H-D); 7. George Roeder II (H-D); 8. Robert Lewis (W-R); 9. Paul Crumling (H-D); 10. Paul Visbal (H-D); 11. Richard Rowe (Hon); 12. Ben Sidura (Tri).
TIME - 5 min., 18.967 sec.

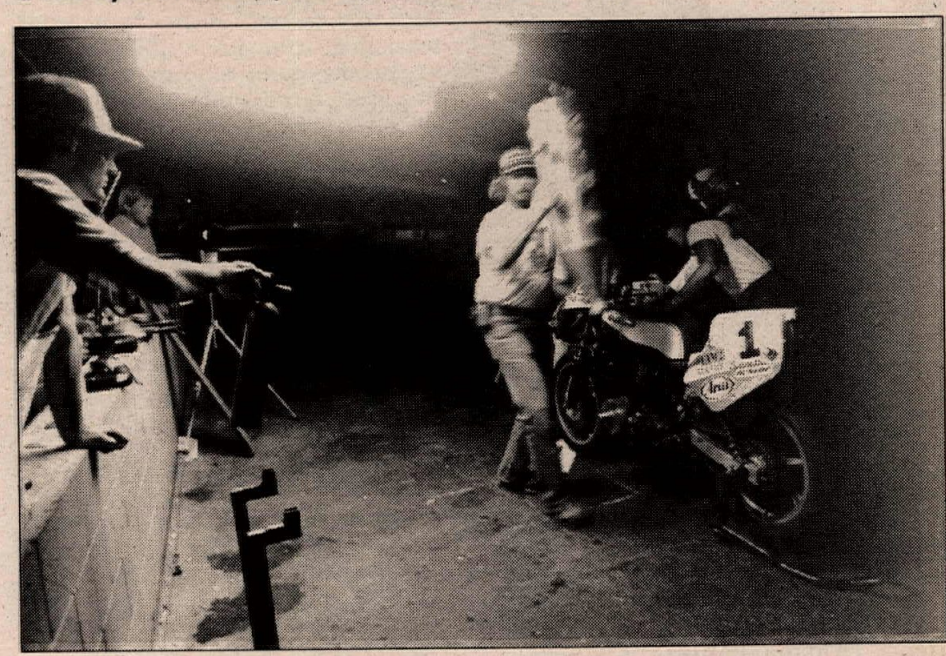


PHOTOS BY DALE BROWN AND LORI TYSON

In the beginning, and at the end: (above) David Aldana leads the first lap, and (below) Joey Osowski laps Team Lush at the checkered.



(Above) Rich Cox and Team Satyr's VF500F leads Kawasakis, Hondas and a Harley-Davidson. (Below) Hammer pits at night.



WERA/Dunlop National Endurance Series: Round 4

Team Hammer wins 24-Hour West

By Dale Brown

ROSAMOND, CA, JUNE 9-10

Team Hammer didn't run into a lot of problems, but they covered a lot of ground — 810 laps/2025 miles — en route to the overall win in the WERA's 24-Hour West endurance road race at Willow Springs. It was the team's second-straight win in this year's WERA/Dunlop series, and their first 24-hour victory.

Second, 17 laps behind the winning 1150 Suzuki-based machine, was the FJ600 Yamaha of Team Good Times from Texas. They in turn finished one lap ahead of California's Team Satyr, which rode a Honda 500 Interceptor entered and prepped by enthusiastic employees of the Product Research Department of American Honda Motor Co.

The turnout for California's first 24-hour endurance race was exceedingly light, with only 15 motorcycles entered. Twelve of those 15 were still running when the checkered flag fell at 3 p.m. Sunday, but the big-name teams from the eastern U.S. were conspicuous by their absence.

"Team Ontario and Team Cowboy both promised to come out here and show us the way around, but they didn't show," said Team Hammer's John Ulrich. One of his teammates, Steve Baron, said, "The way we were running, it might have been a little closer, but I think we still would have won, even if they were here."

Running a stock 1150 Suzuki engine in a four-year-old Moriwaki chassis, Team Hammer (Joey Osowski/Ulrich/David Aldana/Baron/Russell Paulk/Tim O'Kennedy) were favored from the start. Quester/Sullivan appeared to be their biggest threat, with team regulars Mark Harlow, David Boggess, Jerry Holm and Michael Barrenburge abetted by Californians Rick Mitchell and Chris Crowell, both of whom know their way around Willow.

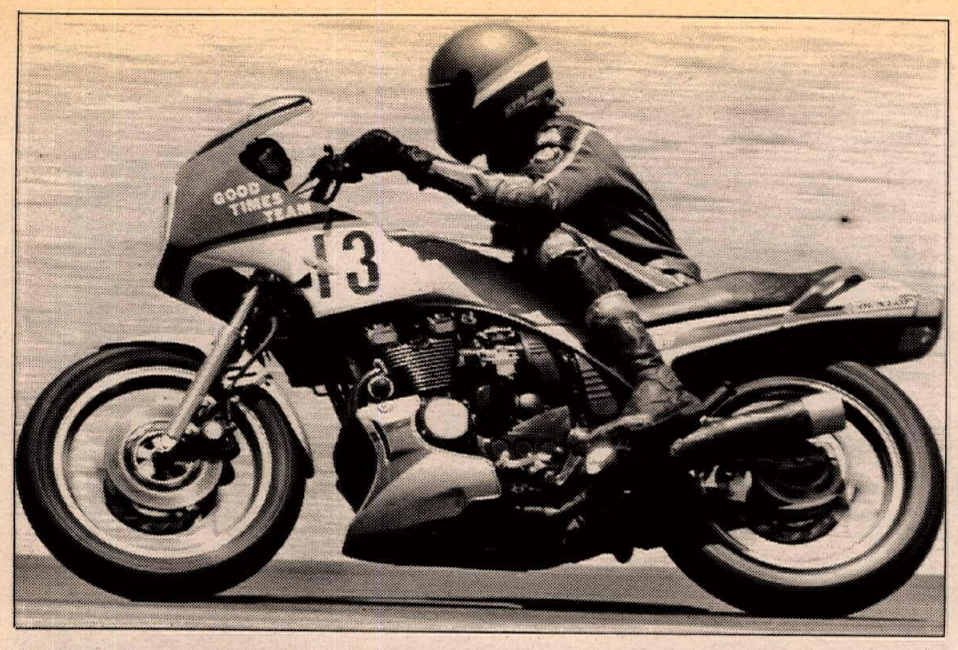
The veteran Aldana played hare to the pack's hound in the first hour of the race, putting a lap on the field in 60 minutes. One team was nearly on the same lap, Team Good Times (Joe Fisher/Charles Brothers/Bob Sellers/Kevin Schwantz/Wes Goggins/Kenny Morgan/Davey Parson). However, Schwantz's excellent performance on the track was negated by the fact that he incurred a three-lap penalty for taking an extra lap during the tire warm-up period.

Running second at the end of the first hour was Team Satyr (Tom Hicks/Rich Cox/Bob Oman/Paul Van Zuyle/Dirk Vandenburg/Jeff Haas) with 35 laps on the ledger. Honda Gardena (John Wells/Larry Theobald/Steve Dyer/David Zirkle/Doug Toland) had their 500 Interceptor in third, with Quester/Sullivan fourth.

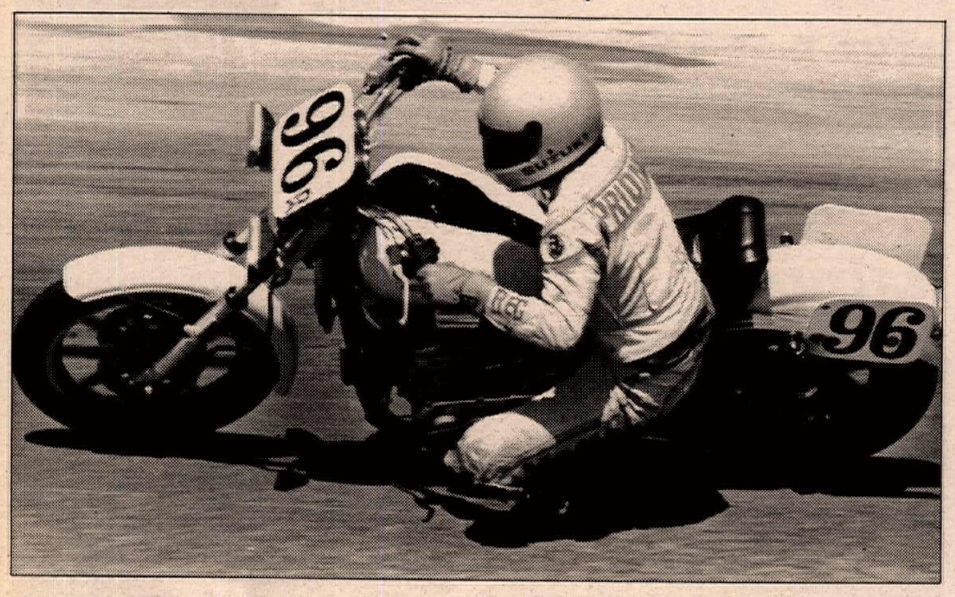
Trouble started early for some teams. The Santa Barbara Endurance Riders were still in the pits at the end of the first hour. "We were working all week on the engine and didn't get finished until 5:30 a.m. Saturday morning. Then in practice we blew a gasket, so it was an hour and 10 minutes into the race before we could get started," said a team rider later. Other teams having troubles included Team Thunder (black-flagged, coolant leak) and Bartels H-D (flat tire). The Bartels team was a favorite among the crowd; their machine was a police-model Harley-Davidson demo model lifted off the showroom floor and run stock including the extended front end. Their fix for the flat rear tire was to put a Touring Elite from another street Harley, figuring that although run down in the center of the tread, there "was plenty left on the sides."

Team A.P.E. was in and out of the pits on a variety of problems; the first was a broken fuel line. In the second hour, Team PRRO from Arizona lost 40 minutes replacing an engine after the first one broke a cam chain.

By the end of the third hour, Team Hammer had covered 106 laps and had a four-lap lead on Team Good Times, who were wicking hell out of their machine and only one lap down, had there been no penalty. Team Satyr and Honda Gardena were on the same lap, 102. Quester/Sullivan was another lap down. Those five teams were the crop of the field, everyone else at least eight laps down on the leaders, led by Team White Whale (Paul Geck/Paul Tomsche/Tyler Turley/Doug Johnson/Denny Schmidtkneckt).



Kevin Schwantz flew on Team Good Times' FJ600; (below) Nigel Gale on Team Bartels H-D's Evolution-engined Harley.



By the end of the sixth hour, darkness was settling upon the field. The Kerker/Emgo/Arai/Maxi-Bore/MX-Fox/Cam 2/Dunlop-sponsored Team Hammer effort had accumulated 210 laps to the point, six laps ahead of the competition.

Teams employed different strategies for handling darkness: Team Hammer divided its riders into day and night crews, with those with night experience (Aldana/Paulk/O'Kennedy) handling the night section. Others used riders with extensive Willow experience to do the bulk of the night riding (Weigl/Lockhart/Ferodo/Dunlop/Arai-sponsored Quester/Sullivan's night riding was done primarily by Mitchell and Crowell; "We're the night riders," said Mitchell), and others used the whole crew.

Willow Springs has no lighting to speak of; the motorcycles made all the light for the night section, aided by reflective tape purchased by Team Hammer and paid for by a number of teams. And there were a number of stories to come out of the semi-moonlit night.

Team Hammer had a couple of burnt-out lights and a flat front tire. But they continued to increase their lead; "Look at Aldana — it's dark, he's burnt out one light and he's still doing 1:39s," said a Team Hammer member about 10:00 p.m.

Team Good Times had problems, because they were running too much lighting for the bike's electrical system. "We had three lights and it was too much. They were going dim and we thought we were going blind," said Brothers. "Finally they blacked out and I was off the course trying to get back to the pits and I fell into a ditch It knocked off one of the lights and that solved our problem."

For Team A.P.E.'s Frank Mazur, the night meant a journey of another kind. "I was going through turn two and all of a sudden I thought it was really slippery. Then another rider passed me and I saw his headlight beam. Then I realized that he was on the course and I was completely off it, out in the dirt!" said Mazur later.

Other riders reported problems with rabbits crossing the track, and there was a reported near collision with an owl.

Just past the halfway point, hour 13, Team Hammer had stretched its led to 17 laps over the runner-up, now Team Satyr, 437-420. As a result of the lighting problems Team Good Times was another four laps back at 416. Honda Gardena had amassed 413 laps; Quester/Sullivan 411.

Leading the second wave, so to speak, was the Yamaha FJ600 of Team America (Donald Parker/ Tom Hayner/John Glover/John Thornton/Mike Johnson/Kai Brown) with 399 laps, 10 more than the on-going battle between Team White Whale and the Suzuki of Team Works Racing (Richard Kahn/Todd Griswold/Gary Dion/Mike Reynolds.)

Two teams were completely out of the race: Team Thunder was unable to cure its cooling problems with its VF1000F Superbike, and Team Shannon Racing parked their Honda with a blown engine.

Through the dawn hour Team Good Times made up time; quickly getting back on the same lap with Team Satyr, and they were making a race of it until the 18th hour, when they ran off course, dinged a rim and started a slow leak in the front tire.

By the end of 18 hours Hammer's lead was 22 laps after covering 608. Team Satyr was two laps ahead of Team Good Times, 586-584, with Honda of Gardena and Quester/Sullivan four and six laps further back, respectively.

The race for first had long since been over, and Team Hammer strategy fig-

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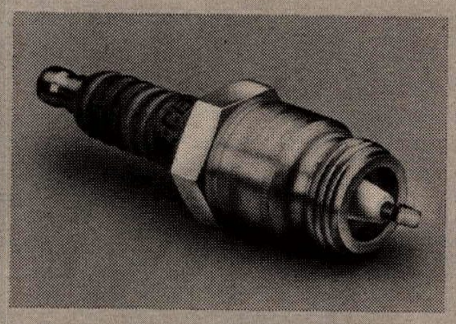

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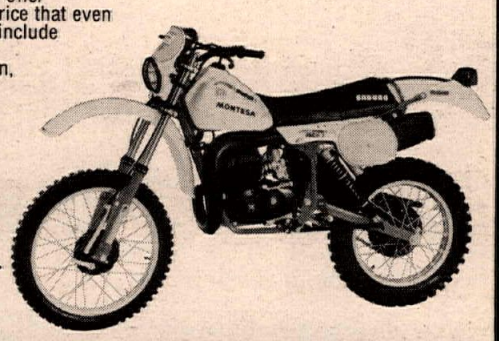

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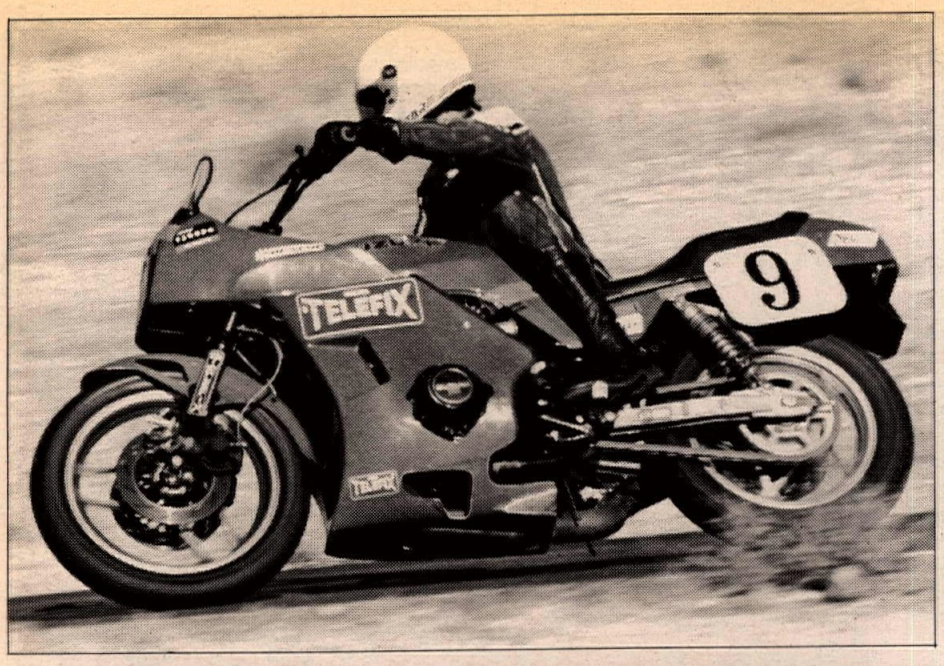
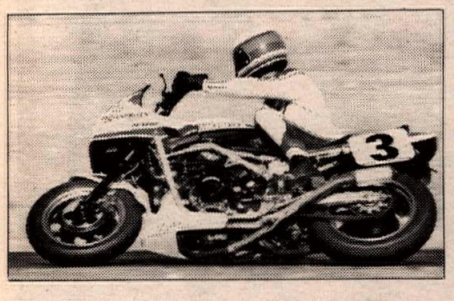


Series points leaders Team Quester/Sullivan came west and finished fourth on their Weigl/Telefix GS1100.



The Tony Neasham Racing/Team Thunder VF1000F Superbike from Texas broke.

Headlight streaks outline the track at night; the pits are in the middle of the photo.

ured it that way as they slowed their pace to run 1:39s-1:41s and keep the bike running to the flag.

Although Team Hammer's lead dropped to 19 laps as Team Good Times came on to pass Team Satyr and then put four laps on them by the end of the 20th hour, it still seemed more than secure.

However, the competition can make up a lot of time when your bike grinds to a halt in turn two, and such was the circumstance for the Hammer group in hour 21. Ulrich was on board at the time, and after having thrown a chain he frantically started pushing the bike toward turn three, uphill.

Ulrich got the bike up there, then coasted down on the dirt and into the pits, where the chain was replaced. The derailing chain had taken the alternator mount with it but no vital oil seals, so it was decided to run the ignition total loss the keep an eye on the battery. "God bless whoever bulldozed that path down the side of the hill," panted Ulrich. The incident only cost them about five laps, however.

Meanwhile Quester/Sullivan was making a run at Honda Gardena, pulling even with them by the 20th hour and ahead of them in the next 60 minutes.

The final hours produced few other changes. Team White Whale's fortunes took a turn for the worse when they broke a shock and shock mount in their bored-out GPz550, dropping them out of the race.

After missing the first hour, the Santa Barbara Endurance Riders team had been steadily making up time, with riders Chuck Pace, Jeff Little, Marty Sharp and Tom Sharpe up to ninth and not far out of eighth.

Behind them were two teams on the same lap, Team PRRO (Mike McChargue/Jeff Anderson/Mike Williams/Norm Benedum/Kevin Elliott/Tom Krause) and everybody's sentimental favorite, Bartels H-D (Terry Maves/-Bill Bartels/Jack Grey/Rich Dohner/-Nigel Gale).

Despite a few crashes (the spare parts bike was beginning to look dangerously bare), Team Lush (Chuck Wallace/Rick Seaver/Keith McKibbon/David Markham) soldiered on; their 450 Suzuki the only lightweight Production entry.

Also running, albeit more in the pits than on the track, was Team A.P.E. (Dave Chubbock/Mazur/Pete Levinson/John Littva/Paul Troutman).

Although they changed the battery once to be safe, Team Hammer had no problems in the final two hours and romped home the winners of the event, 42.5 miles ahead of the runner-up, Team Good Times.

"Everything went well," said team member Baron after it was over, "In general we had no problems, except for the chain and one tire failure. The engine ran great, so did everything else."

"In terms of points, Quester/Sullivan is our competition," said Ulrich, "and I'm real happy that we beat them and picked up a lot of points. We picked up a lot of points because mileage counts. I can't see anybody going this far at Nelson Ledges and you can only count one 24-hour in your points for the year."

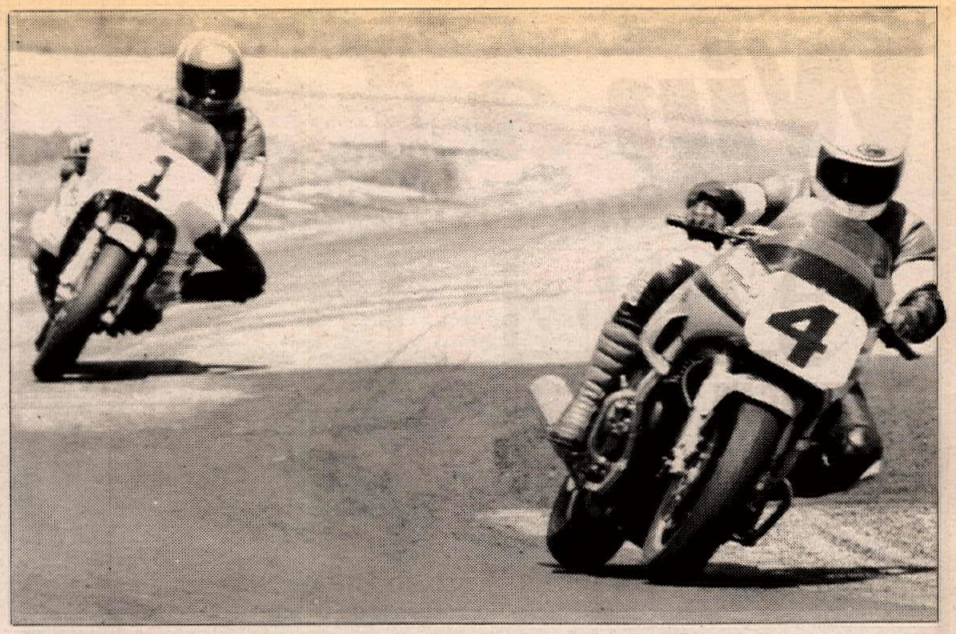
Brothers, of Team Good Times, thanked the group's sponsors, "Joe Fisher's University Cycles in College Station, Texas, is our main backer. Dunlop provides us with tires, and they did heckuva job."

Team Satyr's Rich Cox was all smiles after the race was over: "not one problem it ran just like clockwork. We changed a couple of tires and that was it. The bike didn't miss a beat. That thing is fun to ride, let me tell you."

Quester/Sullivan guest rider Mitchell was also pleased with the event's happenings: "one-hundred percent. Nothing went wrong; the only trouble we had was it took me about a half hour to get acclimated to riding at night with the lights." ●

Results

OVERALL: 1. Team Hammer (Suz) 810 laps; 2. Team Good Times (Yam) 793; 3. Team Satyr (Hon) 792; 4. Quester/Sullivan (Suz) 786; 5. Honda Gardena (Hon) 777; 6. Team America (Yam 743; 7. Team Works Racing (Suz) 732; 8. Santa Barbara Endurance Riders (Yam) 727; 9. Team White Whale (Kaw) 687; 10. Team PRRO (Kaw) 674; 11. Bartels H-D (H-D) 671; 12. Team Lush (Suz) 641; 13. Team A.P.E. (Kaw) 596; 14. Team Shannon Racing (Hon) 133; 15. Team Thunder (Hon) 106.



Team Hammer's Steve Baron (1) reels in Northridge Racing's Doug Cross at Road Atlanta.

WERA/Dunlop National Championship Endurance Series: Round 3

Hammer overpowers Road Atlanta

By Randy Marrs

BRASELTON, GA, JUNE 2-3

Team Hammer, the defending National Champions, showed why they carry Number One with a convincing win in the third series round at Road Atlanta. Team members Joey Osowski, Russ Paulk and Steve Baron took their Kerker/Emgo/Arai/Dunlop/Cam-2/Maxi-Bore-sponsored Suzuki 1150 prototype wire-to-wire in the race which was shortened from six to five hours after two crash-marred starts. Saturday's endurance race was followed on Sunday by a sprint program.

The words drama and attrition best describe the race. Earlier in the week turns five and 12 were patched and the material didn't have enough time to cure properly. The surface began causing problems in Saturday's practice.

A field of 39 teams gridded for the noon start with two riders tangling handlebars on the start/finish line as the race started, halting the action. The second start saw the Po Folks Kawasaki 1000ELR spew oil in the high speed section at turn 11 as the field was completing the first lap. This started a chain reaction accident involving six bikes.

On the 1:00 p.m. restart, everything went smoothly. Hammer grabbed the lead and was 150 yards out front by lap two over Quester/Sullivan's Suzuki GS1100ES, the Kawasaki GPz750 of Team Roswell and a repaired Po Folks entry.

Hammer began to run away from the field and held a three lap lead at the end of one hour with Po Folks second and Team Roswell third. The Team Hurst Yamaha FJ600 was fourth over Quester.

Turns five and 12 continued to take their toll as the surface continued to break up while various mechanical problems added to the attrition. Hammer continued on their rapid pace with Hurst scrambling to second over the Suzuki 1000 of M&N Racing. Quester dropped Po Folks to fifth. Positions two through five were all on the same lap at the end of hour two.

Just into hour three, Lady Luck frowned on Po Folks again as rider Dale Burroughs pitted with a sick engine. Tuner Tommy Sterns went to work. "We cracked two or three piston rings earlier causing excessive oil blow-by," said Sterns. "I guess Dale just ran out of oil and the engine seized." The Po Folks crew finally decided to change the engine and spent 52 minutes in the pits doing so. They dropped to 29th, but moved to 18th overall by the finish.

As the third hour came to an end, Hammer held a six lap advantage over Quester. Consistent, trouble-free racing moved Team Roswell to third ahead of Team Hurst.

The Hammer entry kept the gas on in hour four and added another lap to their leading margin. Roswell slowed, allowing the Klotz/Northridge Yamaha FJ1100 to move into fourth, just two laps ahead of them.

Drama came into the picture again as the final hour began. Just before Dave Boggess took his turn on the Quester bike he said, "Only minor things are a problem right now. Other than the clutch slipping, we're running great." Lady Luck made him eat his words a short time later as Boggess hit the embankment going into turn one at high speed. He was uninjured, but the bike was through for the day. "I was experiencing false neutrals going into third gear," said Boggess. "Then the transmission made a clicking noise and apparently locked up."

Kevin Schwantz, who had been in third and on the same lap as Quester, inherited second for Team Hurst. Team Roswell was one lap behind in third with the Northridge Yamaha entry in fourth over Speed Boys and their Yamaha FJ600.

The drama continued and it was Hammer's turn to strike bad luck. With 40 minutes to go, suspected electrical problems began to plague the entry, and the Hammer crew quickly replaced the battery. "Right now we don't know what the problem could be," said tuner Ward Ring. The problem continued until, with 12 minutes left, rider Joey Osowski came by the pits with the bike sounding like it was on its last legs. He stopped just beyond the pits, but was able to get the engine running again and limped to the win.

"I think a header pipe came loose in the last laps," said Osowski. "The

(Continued to page 20)

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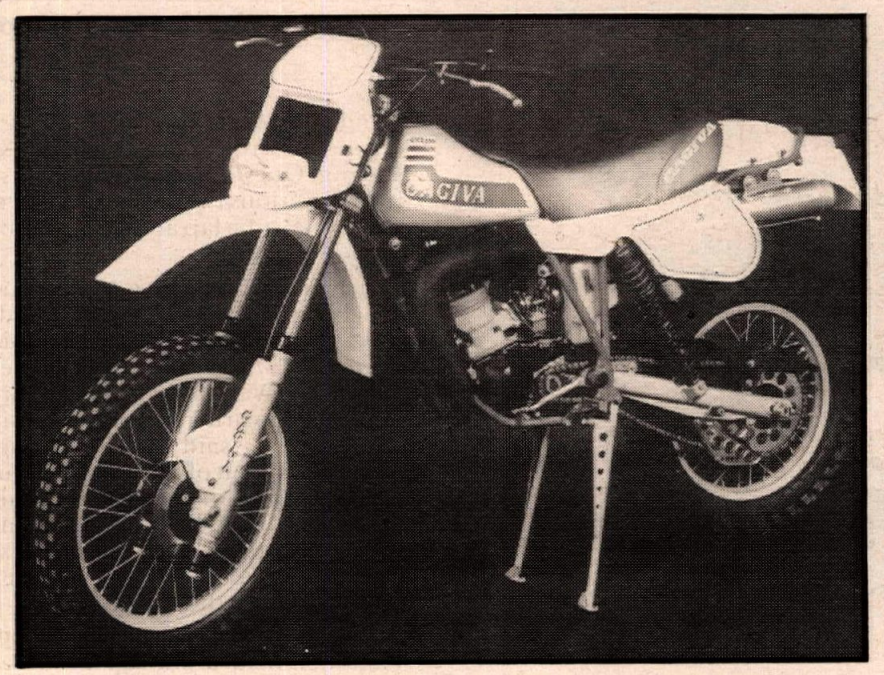

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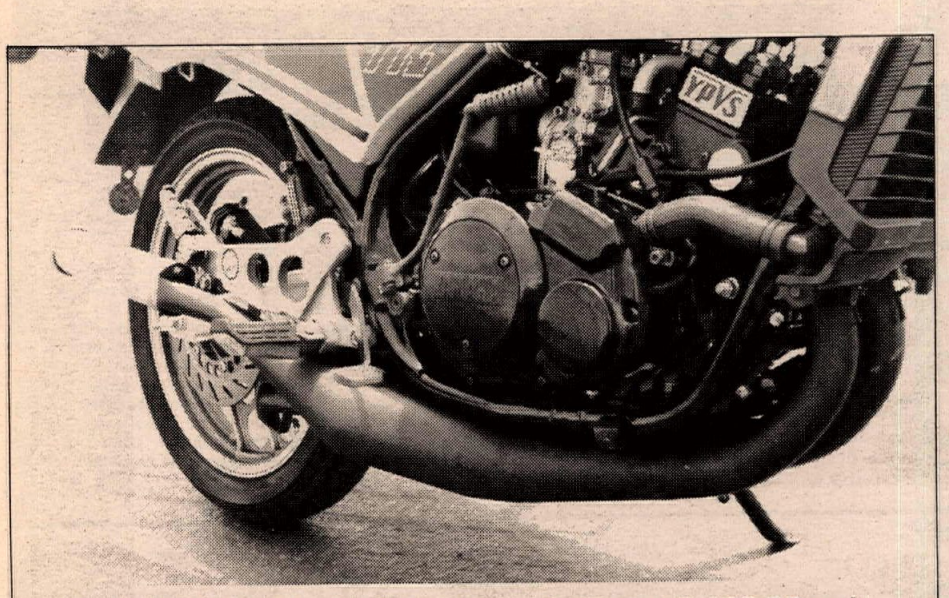
PHOTOS BY MIKE PONS

Modified Euro RZ350 with Toomey pipes: 12.20 sec. @ 111.38 mph.



Stock U.S. RZ350 with RSC pipes: 12.57 sec. @ 106.25 mph.

Off with the slow, on with the quick:

RZ350 pipe and modification comparison

By John Ulrich

Yamaha's RZ350 comes to the U.S. equipped with a complicated emissions control system of air injection pipes and catalytic converters. It's still fun to ride, but the extra equipment adds about 10 pounds to the bike and detracts from performance.

We'll be honest: we like performance more than we like clean air, and, thanks to a wonderful thing known as the First Amendment, we can tell you how to make dirtier air and get more performance, Environmental Protection Agency be damned.

The quick route to more power is to bolt on exhaust pipes. That's especially true if you've put street miles on an RZ350, because carbon accumulating in the pipes will reduce performance significantly.

A good running RZ350, for example, will run the quarter mile in 13.20 seconds with a terminal speed of 99 mph when new. But the test bike seen here slowed down to run strings of 13.50-bracket passes at 97 mph after 2000 street miles.

So we bolted on a set of Toomey Racing pipes. The Toomey pipes are designed and built by Stuart Toomey, who wrenched on Freddie Spencer's NS500 in 1982, working with Erv Kanemoto in Europe.

The Toomey pipes are lighter (5.0 pounds each, compared to 13.00 pounds each for U.S.-legal stock pipes) and more stylish, looking like, well, racing pipes. They have aluminum silencers, and the silencers can be rebuilt by removing a snap ring. The chamber hangers are two triangulated steel straps welded to the expansion chambers on the end and both sides; and there's a center-stand stop built onto the left pipe. If they're styled like race pipes, they're also priced like race pipes: $300 per set.

With the Toomey pipes installed and with stock jetting, the RZ350 ran 12.67 sec. @ 104.89 mph. After the standard 230 carb main jets were replaced with 370 main jets and the manifold boots leading from the airbox to the carbs were removed, the stocker with Toomey pipes ran a best of 12.61 sec. @ 105.50 mph, with a close spread of 12.6-bracket runs surrounding that best pass.

With the Toomey pipes the RZ became more wheelie prone; best power was made around 10,000 to 10,500, and the bike stayed on the power band when shifted at 10,000 rpm.

On the other hand, the Toomey pipes sounded like race pipes, loud, with a sharp bark as revs increased. Ever stand behind a TZ250 screaming away from a dead start? That's what the Toomey-equipped RZ350 sounds like.

The next stage was to try a set of RSC Hyperformance pipes made in Japan by Noguchi, a well-known Yamaha hop-up company. The pipes sell for $350 and have riveted-together

aluminum silencers. The chamber hangers are single pieces of steel strap, welded at the end only, and there is no centerstand stop. When installed, the expansion chambers touch the inside of the lower fairing and make burn marks.

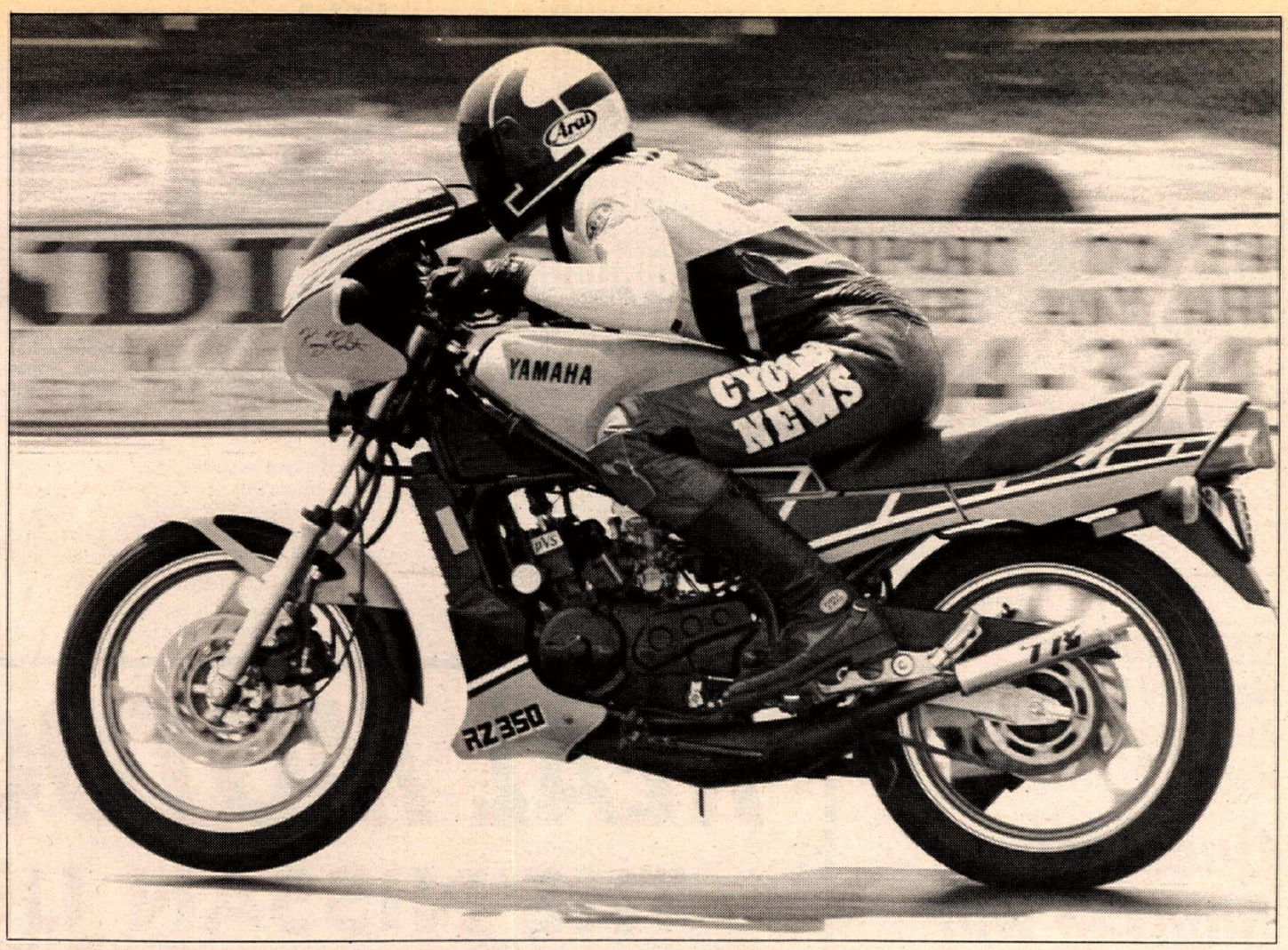
The RSC/Noguchi pipes weigh 3.75 pounds each.

For the run with these pipes, we left the jetting as set for the Toomey pipes; 370 main jets with the air box disconnected.

The Yamaha's best pass with these pipes was 12.57 sec. @ 106.25 mph, and each pass was quicker and faster than the one preceeding it. But the RSC pipes are outrageously loud; each launch sounded like the start of a Formula Two race. And while peak power was obviously increased, the powerband was reduced. The Yamaha had to be powershifted at 11,000 rpm or else it fell off the powerband — below 10,000 rpm — when it went into the next gear.

On the powerband, at high rpm, the Yamaha wheelied suddenly when the throttle was wacked open in the lower gears.

More can be done to make an RZ350 run than simply bolt on pipes, and Gary Schumate of Specialists II specializes in doing just that. So we tried out Schumate's own RZ350, set up with 1mm milled off the cylinder head, 30mm Mikuni carbs (stock carbs are 26mm) and a set of his own pipes. Schumate's pipes have aluminum silencers that come apart for rebuilding when a snap ring is removed. The pipes weigh 5.5 pounds each, have triangulated two-piece chamber hangers welded at the end and sides, and a centerstand stop. They sell for $225 a pair.



Stock U.S. RZ350 with Toomey pipes: 12.61 sec. @ 105.50 mph.

The bike's best pass was 12.69 sec. @ 104.40 mph; a dozen passes couldn't better those figures, and we'll tell you why in a minute.

Schumate's bike had an excellent powerband and was much quieter than the stocker equipped with Toomey or RSC pipes.

Which brings us to the French-model RZ350 illegally imported into this country by a good friend of ours,

(Continued to page 26)

IT WAS RAINEY A LOT LAST SEASON.

Wayne Rainey won a lot of races on the way to his first AMA Superbike Championship. In fact at one point, four in a row.

Wayne used ND Spark Plugs.

Now, given the financial constraints on ND's racing program, we're certain he didn't do it for the money.

Which leads us to believe that he knows what we've known all along.

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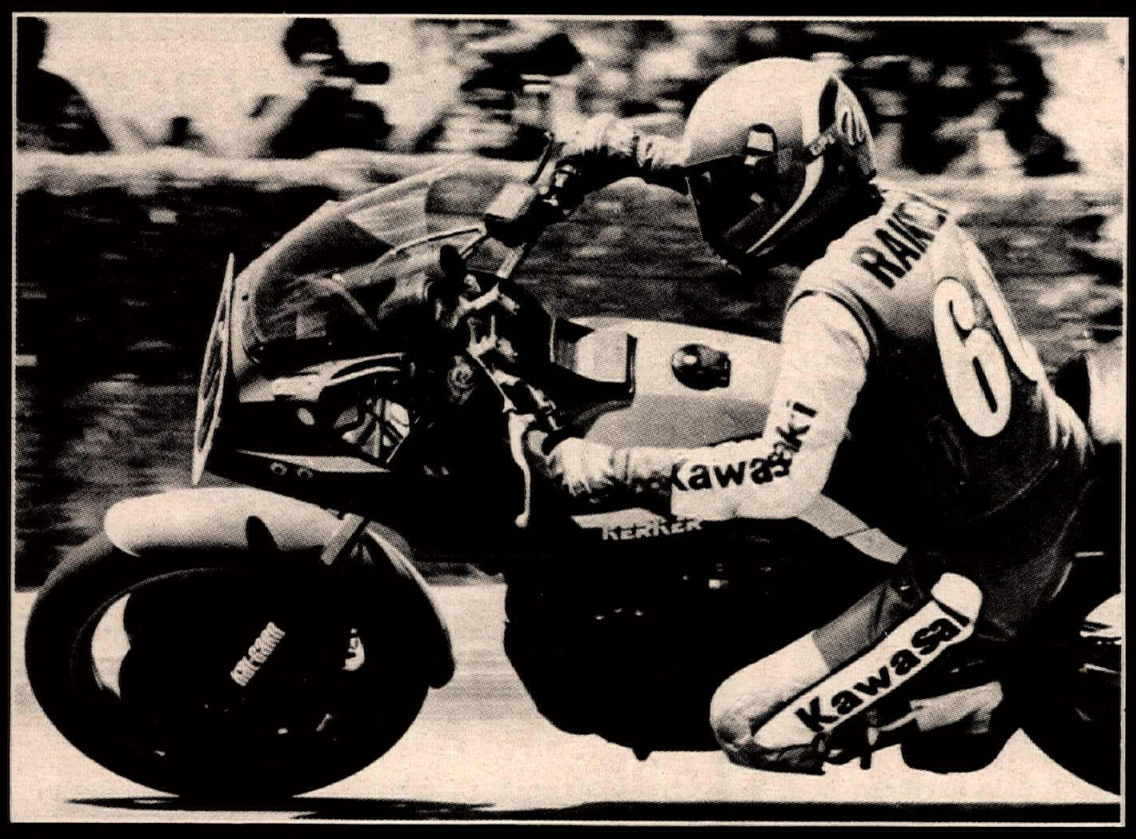

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THERE IS A DIFFERENCE.

Road Atlanta

(Continued from page 16)

engine was running on two cylinders and I had to keep it in a high gear to keep going."

Team Hurst finished second overall, winning the Middleweight Production class, with the Heavyweight Production win and third overall to Team Roswell. Northridge Yamaha took fourth overall and the Heavyweight Superbike win. ZP Racing, on a Kawasaki 900, finished fifth overall.

Sunday's sprint races saw the Kevin Schwantz show continue with the Houston, Texas, rider winning all seven races he entered in wire-to-wire fashion. •

Results

ENDURANCE

OVERALL: 1. Team Hammer (Suz); 2. Team Hurst #1 (Yam); 3. Team Roswell (Kaw); 4. Northridge Yamaha (Yam); 5. Speed Boys (Yam); 6. ZP Racing (Kaw); 7. Team Sanibel (Hon); 8. Team St. Louis; 9. Team Sixteen (Kaw); 10. Pro Line Racing (Hon).

WERA/Dunlop National Championship Endurance Series: Round 2

Quester/ Sullivan win at Mid-America

By Larry Lawrence

WENTZVILLE, OH, MAY 26-27

Quester/Sullivan Racing, with Mike Harlow and Jerry Holm riding, turned in 445 laps on the 2.8-mile Mid-America Raceway circuit to take a close win after six hours over Team Wanker in the second round of the series. It was the team's second overall win aboard their Arai/Bassani/Dunlop/Lockhart/Weigl-sponsored Suzuki GS1100.

Team Po Folks grabbed the lead on the start over Quester and Wanker, and stayed out front for the first hour.

Going into the second hour the Po Folks Kawasaki began to develop a wobble in the back end. "I was going down the front straight, turned around and saw the back wheel vibrating wildly," said a dejected Dale Burroughs. Po Folks tuner Tommy Stearns discovered a problem with the rear hub and manager Bill Trowbridge called it quits. With Po Folks out, Wanker inherited the lead.

While in the lead in hour three, Dick Blanton crashed the Wanker entry, but quick work by Dick and the crew enabled Wanker to re-enter the race in second behind Quester.

Excitement was building as Quester maintained nearly a two-minute edge over Wanker in the fifth hour, but Quester was anticipating a tire change which would take about three to four minutes. The race boiled down to a strategy game — should Quester slow down to preserve their rear tire or change the tire and ride harder for the remainder of the race? A decision was made on the last pit stop to try to go the distance. Jerry Holm motored out of the pits with less than an hour to go and a 55 second lead over Wanker.

"I could definitely tell the tire was going," said Quester's Harlow. "It would have given Wanker too much of an advantage if we would have changed tires, so we decided to go for it."

With just minutes to go, Holm was running 10 to 15 seconds off the pace Quester had maintained earlier in the race and Wanker was closing fast. Holm lifted his hand in victory before the finish line not knowing Wanker was right behind him and closing. "I didn't know Wanker was that close," said Holm. "I saw the checkered flag and was just glad the race was over." Holm was even more glad when he saw the completely bald rear tire. The final results showed Quester was a lap up on Wanker.

The story of the rain-shortened Sunday sprints was the performance of Texas rider Kevin Schwantz who completely dominated the event on his Yamaha RZ350 and came away with seven class wins. •

Results

OVERALL: 1. Quester/Sullivan Racing (Suz); 2. Team Wanker (Kaw); 3. Speed Boys (Yam); 4. Gopher-It (Kaw); 5. Fast Company (Suz); 6. North Ridge Racing (Yam); 7. Team Louisville; 8. Honda of Terre Haute (Hon); 9. Team Casual (Yam); 10. Team St. Louis.

AMA opposes 55 mph national speed limit

WESTERVILLE, OH, MAY 25

Following the overwhelming response of its members, the American Motorcyclist Association has adopted an official position opposing the 55-mph national speed limit and advocating that the power to set maximum speed limits be returned to state governments.

This action comes as a result of two recent editorials on the national speed limit in the AMA's monthly magazine, American Motorcyclist, the latter of which requested that members let the Association know their feelings on the speed limit. Those responses were featured in the magazine's June issue, with 92 percent of the more than 600 respondents opposing the federal government's reluctance to return speed-limit jurisdiction to the states.

Faced with an Arab oil embargo, the federal government in 1974 took away the states' power to set speed limits and declared a national 55-mph maximum in an attempt to save fuel. Though the action was originally intended to be temporary, Congress made the speed limit law and highway safety activists soon began claiming that the lower limit was responsible for a dramatic decrease in traffic deaths.

However, closer study shows that the decline which occurred with the lowering of the speed limit in many states was just part of a decades-long drop in the fatality rate. Other factors, such as better vehicles, improved

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Hot air balloon Race plus start of Shimano Mountain Bike Qualifying. 100 riders competing.	Peasoup Anderson's	11 am
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Sunday, June 24th

Gates open	Carlsbad Raceway	8:30 am
Practice	Grand Prix & 250s	9:30 am
Qualifying	Grand Prix	11:00 am
Rock of the '80s Concert	91-X FM DJ's	11:15 am
First Nissan USGP Moto	45 mins	1:00 pm
First 250cc Moto	20 mins	2:00 pm
Shimano Mountain Bike GP	2 Laps of GP	2:30 pm
Second Nissan USGP Moto	45 mins	3:00 pm
Second 250cc Moto	20 mins	4:00 pm
Awards Ceremony	Startline	4:30 pm
Show ends		5:00 pm

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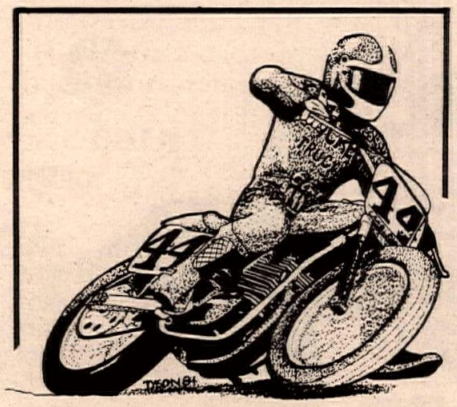
highways, safer drivers and decreased driving during bad economic times, have played a greater role in reducing highway deaths than the national speed limit, the AMA believes.

The Association contends that states should once again be free to create speed limits based on highway design, traffic volume and road condition.

Because the national speed limit is a federal law, the AMA's Government Relations Department will take up the issue with the U.S. Congress. Stiff opposition is expected on Capitol Hill, and the Government Relations staff anticipates a difficult fight, judging from the fate of similar speed-limit legislation.

"It will be necessary that we have the support of all of the nation's like-minded motorcyclists in this venture," commented AMA Vice President for Government Relations Rob Rasor. "We urge all concerned riders to write to their U.S. representative and senators in support of the AMA's position on the speed limit. Without the active backing of motorcyclists from all over the country, we don't expect to get very far."

Further details are available from the AMA at P.O. Box 141, Westerville, OH 43081. •



The Latest POOP BY PAPA WEALEY

(Continued from page 3)

When the rescheduled Springfield Mile is run on July 22, it will be an all-new race, starting over with time trials and new heat races.

American Honda spokesman Mike Spencer warned that disconnecting the VF500F's fuel pump as we recommended last week could cause lean carburetion when the fuel is very low in the tank; according to Spencer such a modification may void the bike's warranty. We don't believe a word of it.

Halftimes at the Superbowl of Motocross featured a four-lap, three-and-a-half minute press exhibition race. Editors from several motorcycle/off-road publications participated. The uncontested winner was Motocross Action Magazine's David Gerig, while second went to Dirt Rider's Mark Kariya and third to Cycle Guide's Ron Lawson. Other entrants included Motocross' Dennis "Ketchup" Cox, Dirt Wheels' Randy Russell, while Yamaha's Willie Amaradio and Kawasaki's Gary LaPlante, who rode a works 250, also participated. Our man Kit Palmer, on a friend's bike, took a low-speed soil sample after tangling with Lawson and recovered to finish sixth.

Tex Peel's latest innovation is this aerodynamically designed rear seat section combined with rerouted exhaust pipes exiting under the seat. The combination appears on Ted Boody's Harley-Davidson XR750. The oil tank is now mounted where the right side number plate is located.

Bobby "Boogaloo" Schwartz scored a perfect 15 points for top score honors in the June 9 Nissan American Speedway Final, the first step in the process of qualifying for the World Individual Final. Three other Americans —Kelly Moran, Shawn Moran and Lance King — all qualified for the next step, the Overseas Final in Great Britain this summer. Pre-race favorite Dennis Sigalos suffered a fractured right ankle.

Fred Merkel and Mike Baldwin will team up on a Honda for the July 29 Suzuka Eight Hours World Championship Endurance Race in Suzuka City, Japan. Baldwin has won the event twice, once on a Suzuki (with Wes Cooley), once on a Honda (with Dave Aldana). Merkel rode a Honda with John Bettencourt and finished third last year.

"Tex (Peel) and I have parted ways," said Camel Pro Series competitor Hank Scott after Saturday's Harrington Half Mile National. Scott and Ted Boody had hooked up with Peel after Ricky Graham switched over to Team Honda after the 1983 season. Scott said he'd be riding with brother Gary for the rest of the '84 season. "Gary and I are going to build a bike for me to ride. He has been using one of my motors. We'll have three of the monoshock chassis by the time the Springfield Mile runs July 22." Peel and Terry Poovey, who had just won Harrington aboard the Tex Peel-prepared Harley belonging to injured Matt Rozowicz, were seen standing off to themselves, obviously discussing the matter. "We don't have anything to tell you as of now," said Peel when asked if Poovey would replace Hank Scott. •

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Eric Geboers	BELGIUM	HON	Vincent McMahon	Orange, CA	YAM
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Tom Flink	FINLAND	HUS	Scott Manning	San Bernardino, CA	YAM
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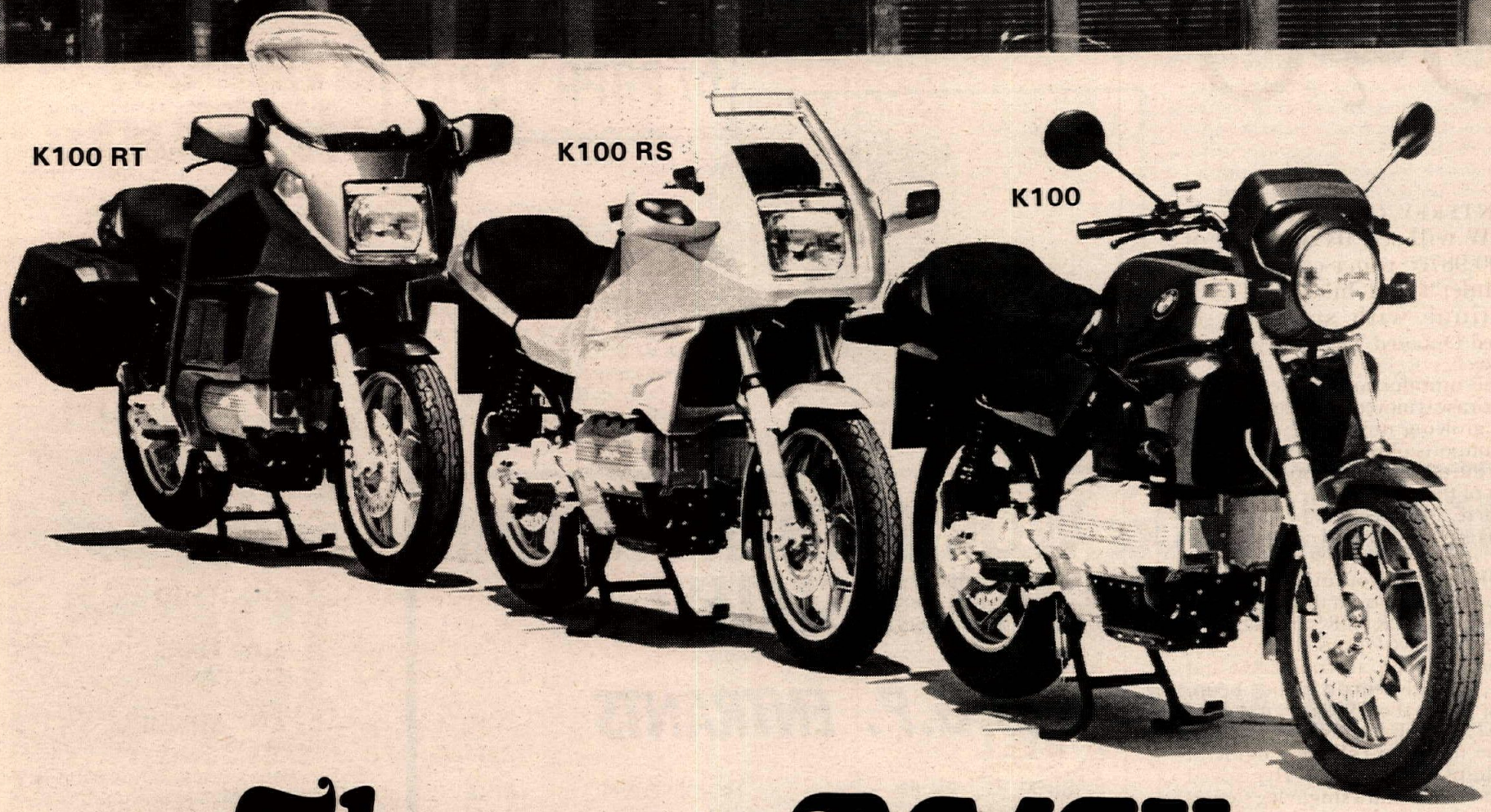
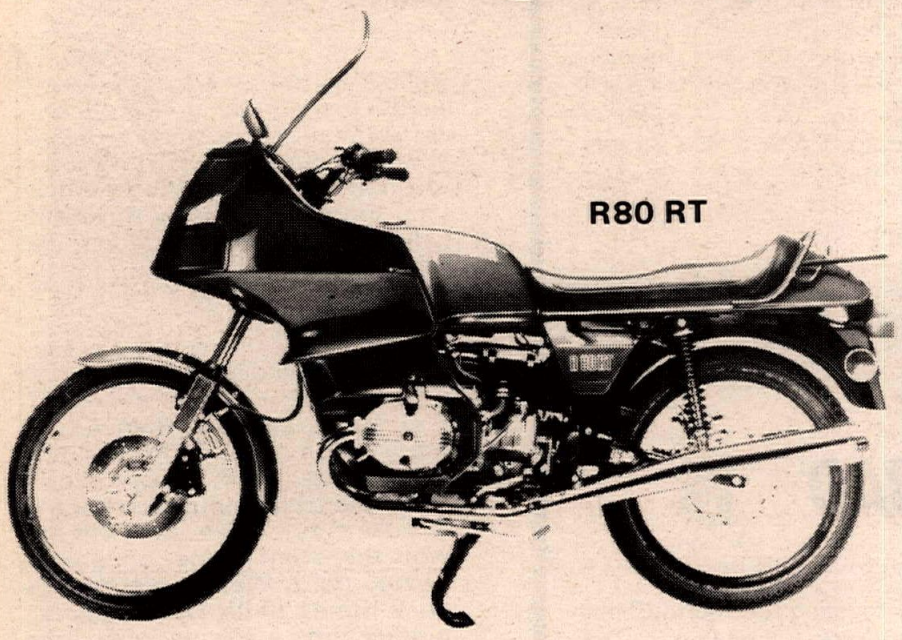
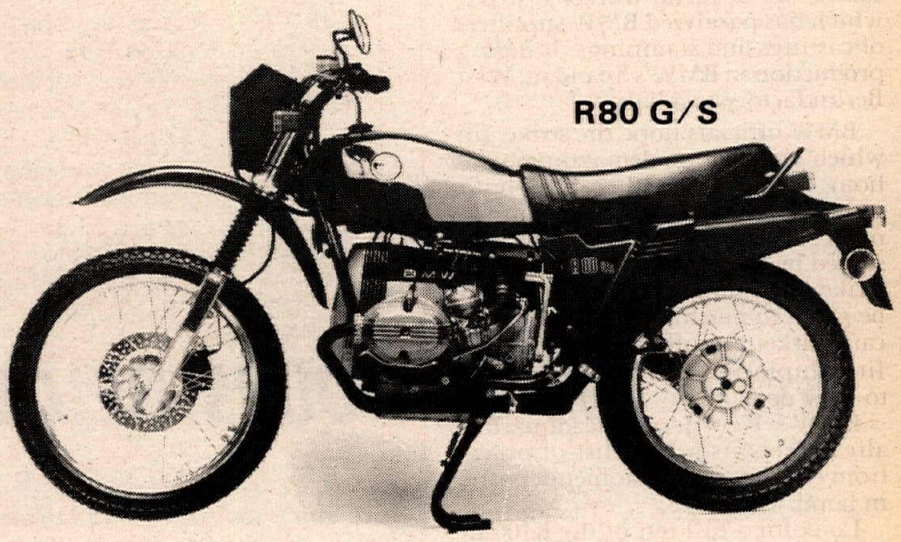
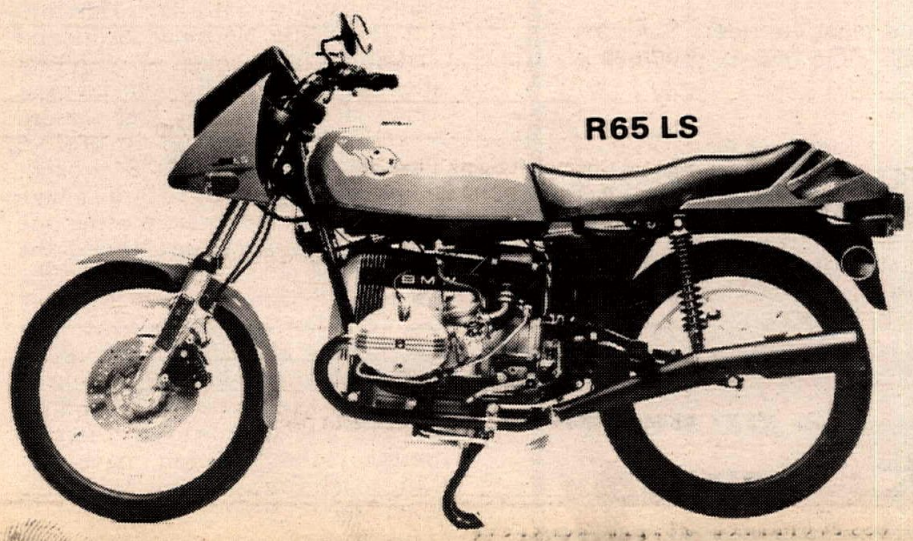
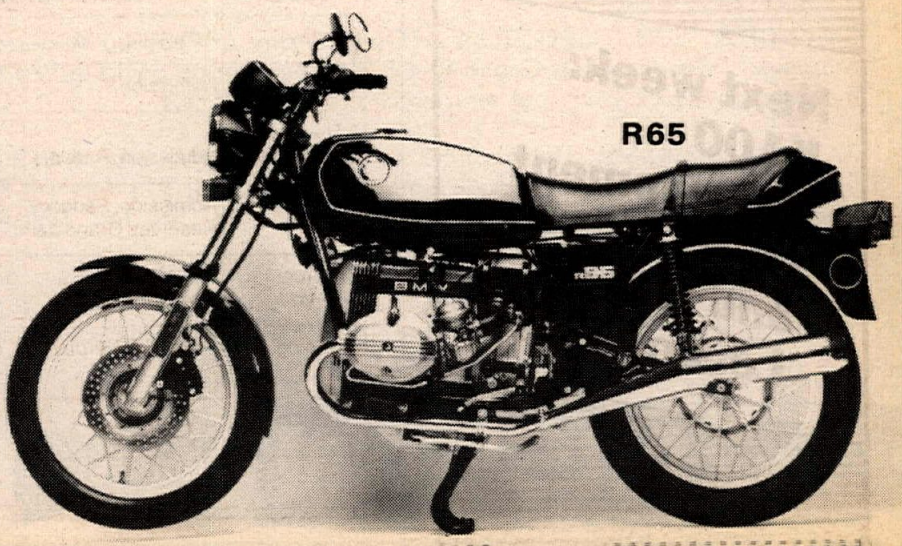


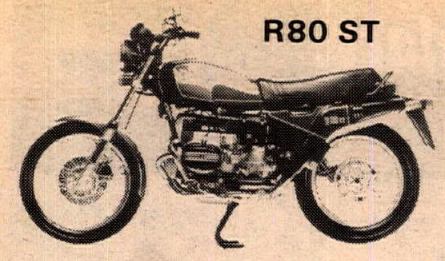
The new BMWs











MONTEREY, CA, JUNE 4

BMW will sell its new line of K100 987cc water-cooled four-cylinder street bikes and will continue with smaller air-cooled Opposed Twins in the U.S. market.

The introduction of the K100 to America was moved up several months by a growing number of unauthorized imports of the machines, which were introduced in Europe and other parts of the world last year.

There are three K100 models, all powered by BMW's new horizontal Four: the standard K100, the sporting K100RS and the touring K100RT.

Discontinued from the line are the R100, R100CS, R100RS and R100RT 980cc air-cooled Opposed Twins. But the smaller 650cc air-cooled R65 and R65LS models remain in the lineup, along with the 797.5cc air-cooled R80ST, R80RT and R80GS machines.

The new four-cylinder engine, a single-plate clutch, a five-speed transmission, and a single-leg swing-arm bolt together to form what BMW calls its Compact Drive System. The whole assembly hangs from a space frame fitted with aerodynamic body components and a styling look that draws strong reactions pro or con.

Despite the press introduction, actual deliveries of the K100 Fours are stalled by a metal-worker's strike, which has paralyzed BMW suppliers of castings and stampings, bringing production in BMW's Spandau, West Berlin factory to a halt.

BMW officials hope the strike, (in which workers are demanding a 35-hour work week with full 40-hour wages as a solution to unemployment in West Germany), will be settled by the end of June. When the strike ends, production priority will be given to machines for the American market, the officials say, and the first shipments will be air-freighted to meet demand.

BMW's New Jersey headquarters already reports a long list of orders from dealers with customer deposits in hand.

Look for a full test of the K100 in an upcoming issue. •

Next week: K100 development story and lots of Loudon action!

TICKET ORDER	ADVANCE PRICE		NO.	TOTAL
Sunday	Admission	$13		
2-Day	Admission	$17		
2-Day Super Ticket	Admission, Paddock	$25		
2-Day VIP	Admission, Paddock Reserved Grandstand	$40		
Children 6-12 yrs.	Event Admission	$ 4		
Camping	Friday & Saturday	$18 Cars $14 Bikes		
Camping	Saturday only	$9 Cars $7 Bikes		
		TOTAL		$

13th ANNUAL CHAMPION SPARK PLUG 200

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Address _____

City _____

State _____ Zip _____

Mail to: Champion Spark Plug 200
P.O. Box SCRAMP
Monterey, CA 93940

_____ Check or money order payable to SCRAMP.

_____ Master Charge No. _____

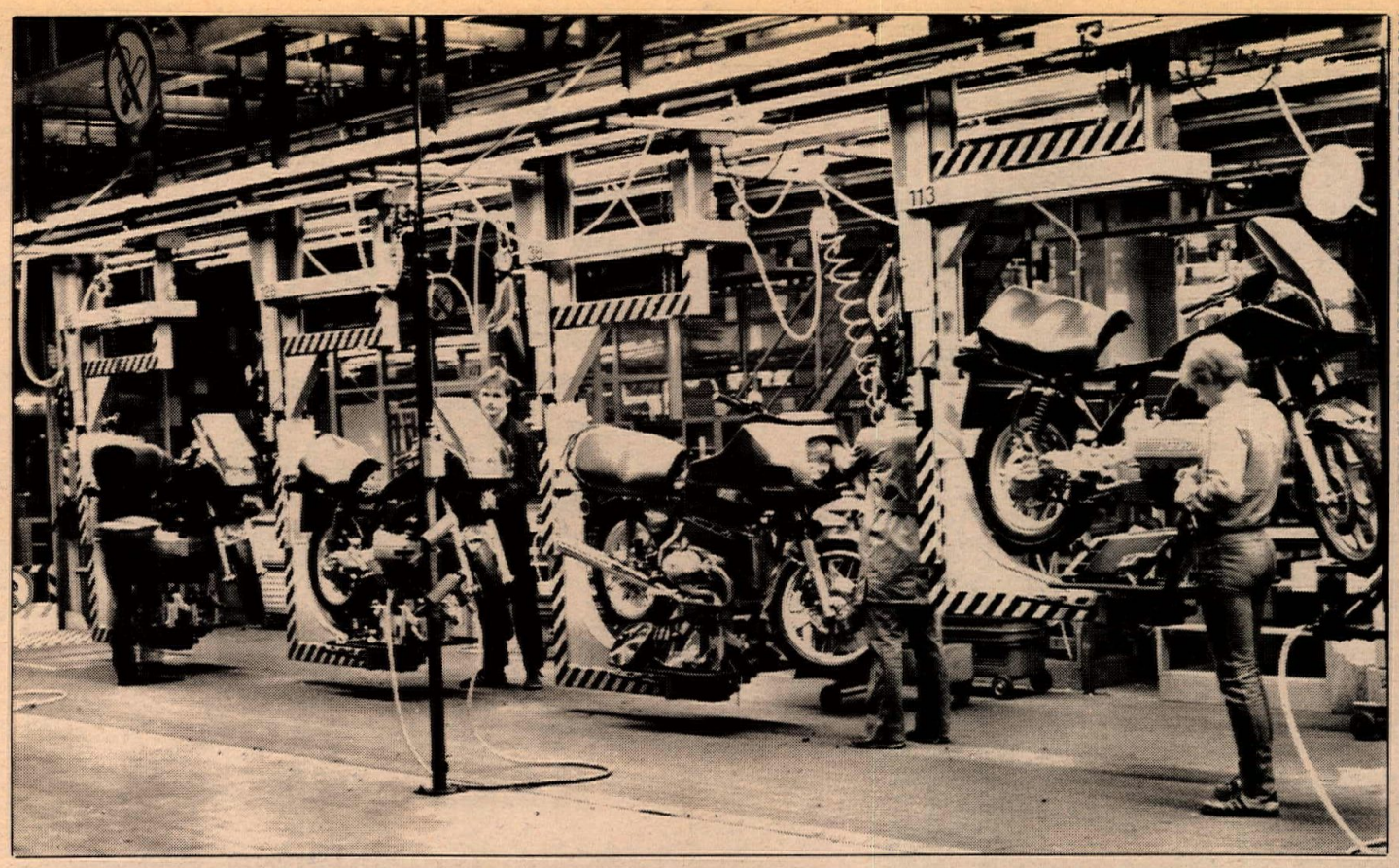
Expiration Date _____

_____ Visa No. _____

Expiration Date _____

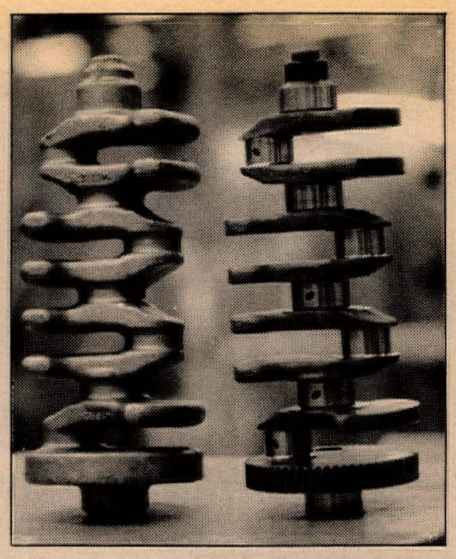
Children under 6 yrs of age free with parent.

NISSAN Official Car of Laguna Seca Raceway

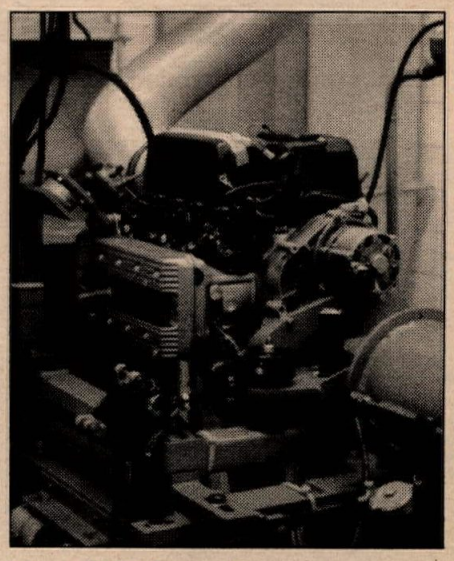


The assembly line at BMW's West Berlin factory handles K100 Fours and Opposed Twins at the same time.

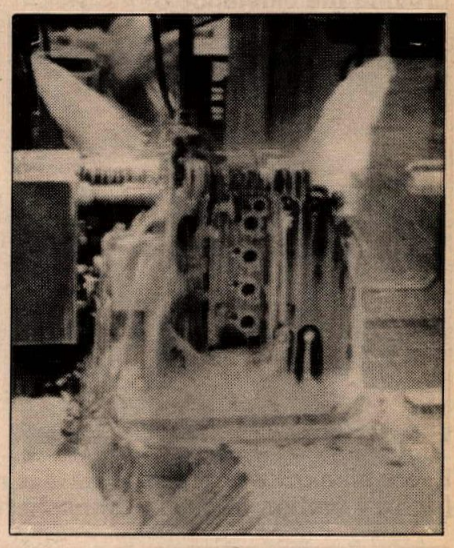
PHOTOS BY DEV DVORETSKY AND COURTESY BMW



On the left, a raw crankshaft forging; on the right, a crankshaft after automatic machining.



The K100 engine underwent 10,000 hours of dyno testing before going into production.



Fully-automatic machines bore all the bolt holes, bearing holes, and oil passageways in crankcases.

BMW's new wonder factory:

Home of the K100

By Dev Dvoretsky

There have been many changes at BMW's Spandau factory in West Berlin over the past decade — the most noticeable being the increase in automation.

The last time I visited the Spandau factory was in 1971. Then, 450 workers — mostly migrant Yugoslavs and Turks — were turning out 35 Series 5 Boxer twins a day, girls were pin-striping the fuel tanks by hand and the bosses were talking of expanding the factory to provide an ultimate 40,000 a year production.

Ten years later, the workforce had more than quadrupled, production had reached 150 a day (32,000 a year), the girls were still pin-striping the fuel tanks — and the BMW board back at the Munich headquarters secretly considered getting out of the falling motorcycle market altogether!

Today, almost $140-million and three years later, bike production at the former wartime aero-engine factory is nearly 160 a day and rising, the girls are still pin-striping the Boxer tanks and fairings by hand — and the bosses are confidently predicting they'll reach a daily production of 200-plus a day (45,000 a year), by the end of 1985. And, no doubt, when they do, those dexterous ladies will still be doing their extraordinary accurate task by hand!

By then too, a new paint shop will have been commissioned, opening the final bottle-neck and allowing an increase in production of the machine voted "Bike of the Year" in five countries — the K100.

Already K100 production has outstripped that of the twins and accounts for 18,000 of the current 32,000 a year total production. By the end of 1985, K-series production alone should have reached the 27,000 to 30,000 mark — and that figure could include a smattering of the K75 three cylinder 750s now expected to be unveiled to the press later this year and released sometime in 1985.

There were signs they were well on the way when I spotted a rackful of three cylinder 120 degree crankshafts during my tour of the factory. BMW executives reckoned these were for prototype testing, but I counted nearly a dozen crankshafts. For a company BMW's size, that's a lot of prototypes...

The 750cc triple will no doubt be a relatively light machine — at least when compared against the current crop of Japanese 750s — and may even be used as the basis of a Formula One/Endurance racer by the factory. If so, then it will almost certainly have a four-valves-per-cylinder head that has its development background in Formula Two car racing engine design.

On top of that, the horizontally-inclined K100 four cylinder engine itself is likely to be destined for a four-wheeler of some sort. Speculation is that it may either be fitted to a small BMW car yet to be unveiled, or supplied to an outside constructor.

Though the massive investment in West Berlin had been subsidized by generous government tax incentives, the K100 Four and the expensive machines that build it will have to be amortized with other uses. So far, annual turnover is still less than the $140 million investment during the past four years.

Already one third of Spandau's 18,000 strong workforce is dedicated to producing BMW car parts — such as disc brakes and manifolds. The rest are gradually changing from unskilled assembly workers to become expensive skilled mechanics. They have to keep the factory working.

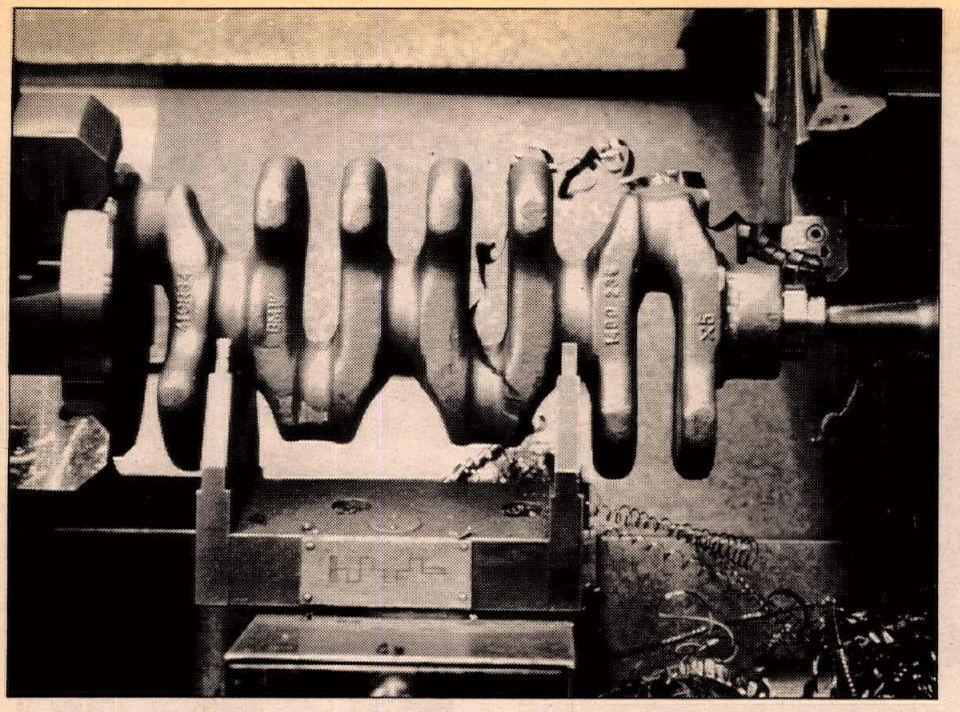
So far, automation is mainly concentrated on building the motorcycle engines with computerized numerical controlled (CNC) tools which have been developed specifically for BMW. These machines are currently operating at half their capacity — about 100 K100s a day and around 60 twins.

Machines like the mighty Wiederman, with its 156 automated tools, bore and machine the lower crankcase with uncanny and extreme accuracy measured in microns. Many more machines of similar exactitude made in Germany, the United States and Britain do similar jobs.

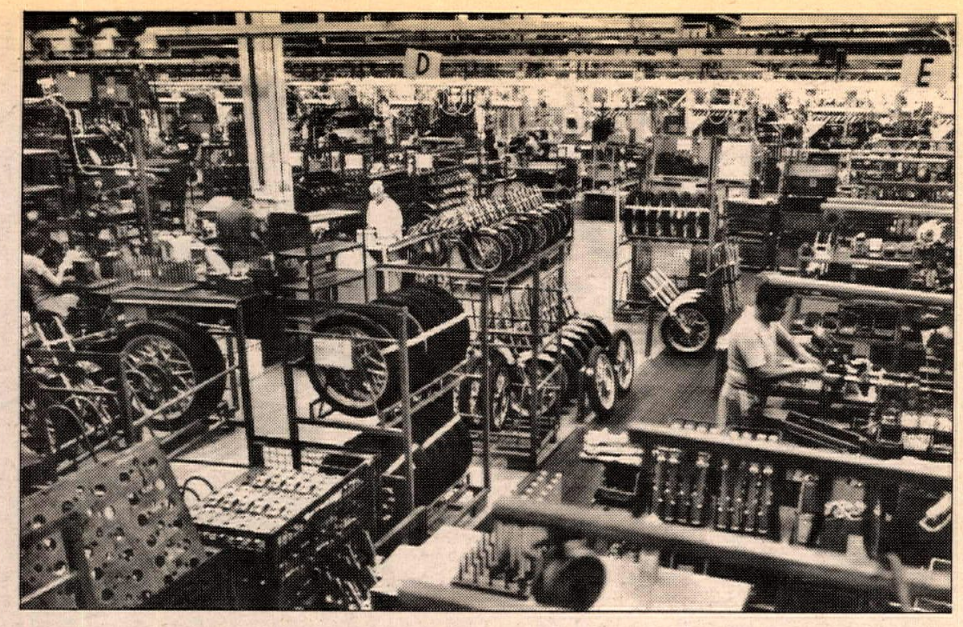
Outside suppliers provide most of the castings — like the crankshaft forgings — which on arrival at Spandau are left in the care of machines to be machined, balanced and even X-rayed for any weakness. Balancing is no longer left to the operator to decide but to a computerized robotic device that not only gives an ultrafine mirror finish to each bearing surface and drive tooth, but indicates that it needs to be returned to the balancer for the final touch.

Valve seats and valve guides are cooled in liquid nitrogen at -338° F and then automatically pressed into cylinder heads. In assembly a machine tests valve clearances.

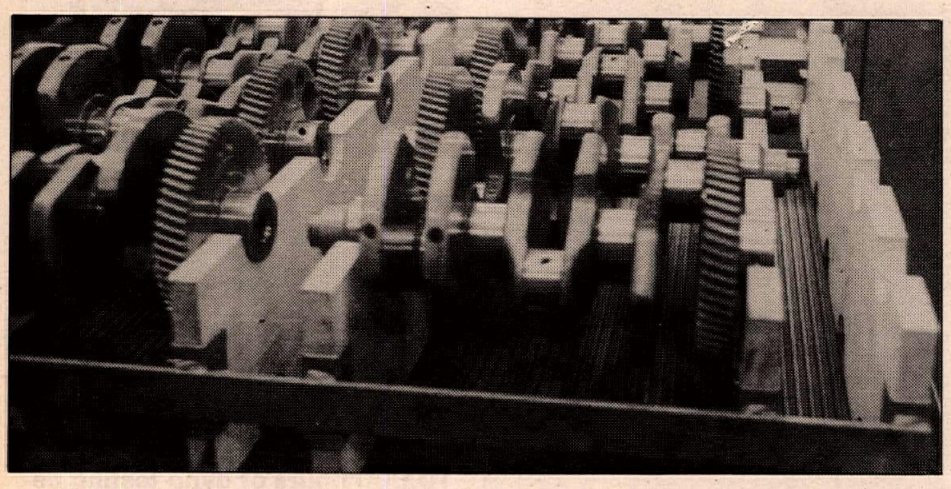
The one-time electro-plating division, which along with the old Hall Five and new Hall Six have been vastly



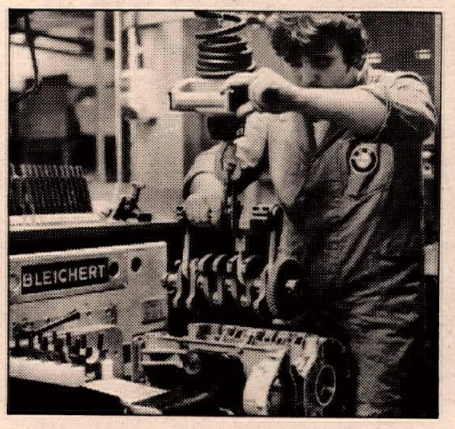
This computer-controlled machine turns a crankshaft forging into a finished part.



Parts stack up in the sub-assembly section of the factory, which builds complete motorcycles and several automobile components.



These cranks seen in the factory look different: they've got three throws, proving the existence of a BMW Three similar to the K100.



Every bike off the assembly line is run on a rolling road before shipping; (right) a worker installs a crankshaft in a K100 engine.

Workers walk with moving K100 engines, installing transmission housings and clutch assemblies.

modernized, uses its bright work expertise for engine construction. Now fully automated, it takes the one-piece aluminum engine blocks and gives each bore a 120-micron surface of nickel and silicon. This first-ever bike bore to get the "Scanimet" Nikasil plating process is then honed to 38 microns and tested to great accuracy. Every now and then a "liner" is removed from a bore to measure the accuracy of the wall thickness.

Gearboxes designed by BMW are made by Gertrag and are brought in fully built-up. Robots put on and tighten the nuts of the head and crankcase. Eventually it all goes together. It takes two hours in all. That is twice as long as it takes to build a Boxer twin but is the same as an equivalent four-cylinder car engine. Completed engines come off the mainly robotic production line every five and a half minutes and are then run by an auxiliary motor to check friction and crank end-float, compression and oil pressure.

Final assembly takes place along a moving 165-place automated C-frame hangar line. Each C-frame can be adjusted to suit the operator's height and twisted and turned through 360° to save the operator stretching and bending. K100 and flat twins come down the same time. Men are more economical than machines at making frame welds, but that too will eventually change.

Most of the K100 content such as forgings and castings come from Gerlach and some engine parts from BMW Munich. Frames are built at Berling-Reinickdendorf because of lack of space in Spandau. As BMW put it: "Welding manipulators (robots) are only slowly being introduced in this BMW subsidiary and the robot developed for the K100 had not quite completed its apprenticeship. Thus, hand-welding still reigns here with every seam welded by the book."

Says Klaus Krawell, a master in BMW frame construction: "Manipulators and robots will have their day only when they can work as well as or better than humans."

BMW reckons it would need a run of 30,000 bikes a year for each model before the Spandau works could be fully automated. Meanwhile, at the end of the production line, each machine is taken off for a 2.5-mile test run — without leaving the factory.

In 1971 they were tested along a special narrow closed-in track where one test rider tested the 35 production Boxers a day. Nowadays, the K-100s and Boxers finish at the test cell where two riders do 2.5-miles on each machine — on rollers. Each rider tests between 75 and 80 machines a day — 994 miles a week going nowhere!

After that, robotics take over again. The tested bike is placed on a pallet that is guided along a track to be first automatically sprayed with protective grease then completely shrunk-plastic covered, sealed, boxed, addressed by computer and delivered to the storage bay ready to go 40 to a container.

It may not be the most automated bike factory in Europe — Piaggio's Italian plant producing monocoque framed Vespa scooters has perhaps a bit more automation in frame building — but Spandau is certainly the most advanced.

And it won't end there. Spandau boss Hans Glass told us. "We haven't yet reached the ultimate. More sophisticated technology will come — both in production techniques and in the bikes themselves. There will be more electronics, including anti-lock brakes like those currently used on cars, and more engine management systems.

"We're going a long way from here."

RZ350

(Continued from page 19)

one who will remain nameless. This particular friend is a wizard mechanic, a man who can make stock-appearing motorcycles run quite well.

His RZ is a case in point. In comes, from the factory, with main and pilot jets one size richer than the U.S.-legal version, and its pipes, like the pipes installed on bikes destined to everyplace except the U.S., hold no catalytic converters.

Those pipes are lighter, 5.5 pounds lighter to be exact, but otherwise look like the stock U.S. versions.

Beyond that, this man's RZ350 has 1.25mm milled off the head, standard U.S. gearing (two more teeth on the rear sprocket than a Euro-model), and some careful porting.

The standard cylinder has a bridged intake port, with a left and right window; our man kept each port's width and height overall stock but removed the bridge, creating one large window. He matched the exhaust ports to the powervalve assemblies, widening the exhaust port of each cylinder at its top, while maintaining stock port height.

Then he reshaped the transfer ports, removing metal to change the smooth arc each port usually makes into the cylinder; the reshaped ports make abrupt turns into the cylinder instead.

The porting alone, our friend told us, killed the bike's mid-range power. But milling the head restored the punch.

He wasn't kidding. This motorcycle was the torquiest RZ we rode all day, running out of power at 9500 rpm but pulling very strongly when powershifted at that rpm, and at every rpm above 7500. The bike's best pass was 12.75 sec. @ 104.89 mph.

Best of all, this motorcycle was as quiet as stock, non-offensive, and fast.

Our friend wondered how his bike would run with Toomey pipes installed. It sounded interesting to us, and we tried it. Jetting remained unchanged, with the airbox in place.

Sometimes it's easy to tell when you've got a good combination, and this was one of those times. With the Toomey pipes the Euro RZ stood straight up when the throttle was rolled on from 5000 rpm; it shot out of the start when the clutch was slipped, and accelerated much harder.

The best pass? 12.20 sec. @ 111.38 mph.

Those results made us wonder how well the Spec II pipes would work on the Euro RZ. The answer was 12.54 sec. @ 106.13 mph.

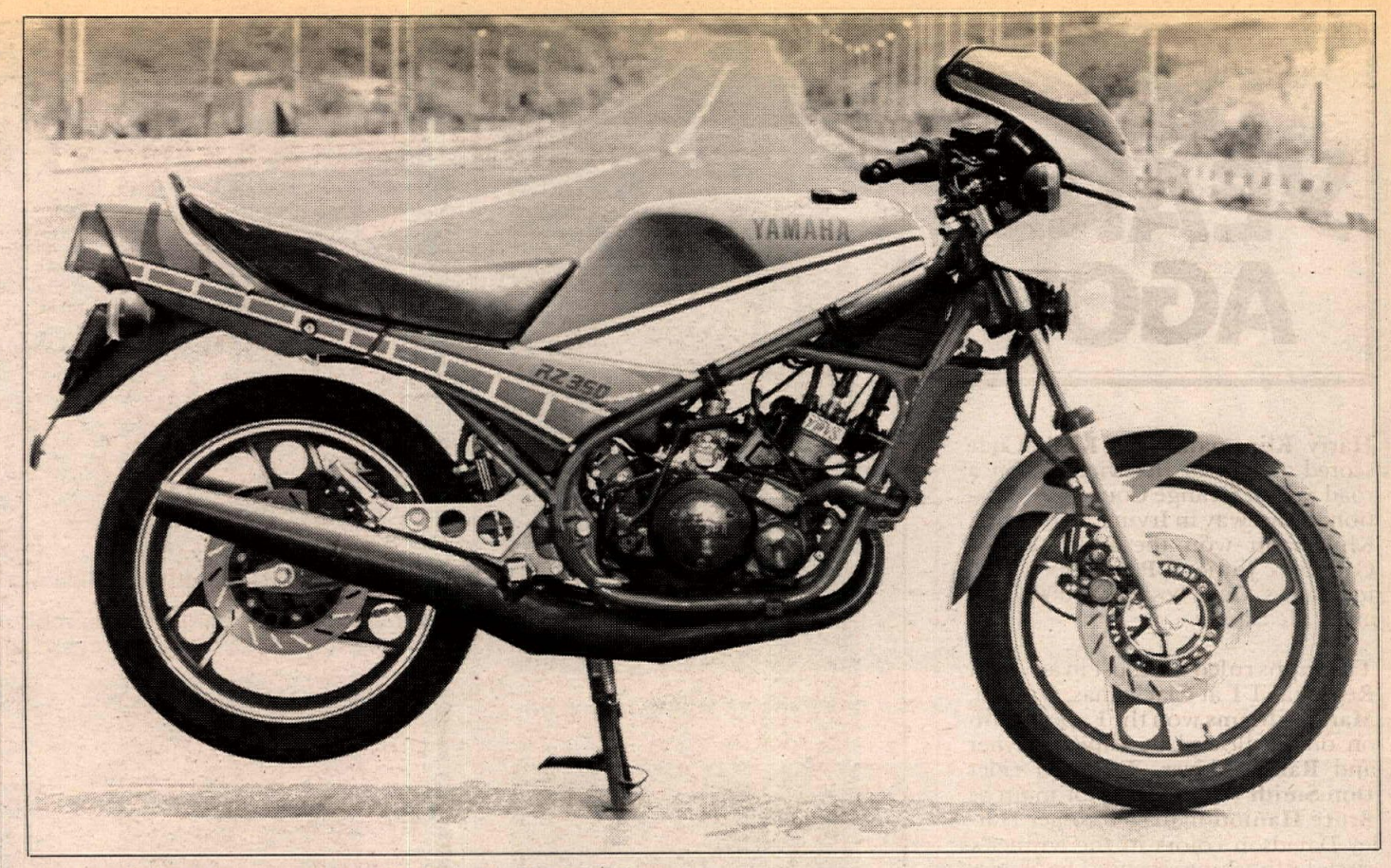
That's the price one pays for quiet pipes; we also believe the Spec II bike with milled head and bigger carbs didn't run better because it was jetted far too rich.

The next logical move would have been to run the Euro bike with the RSC/Noguchi pipes, but we ran out of time and hit the road.

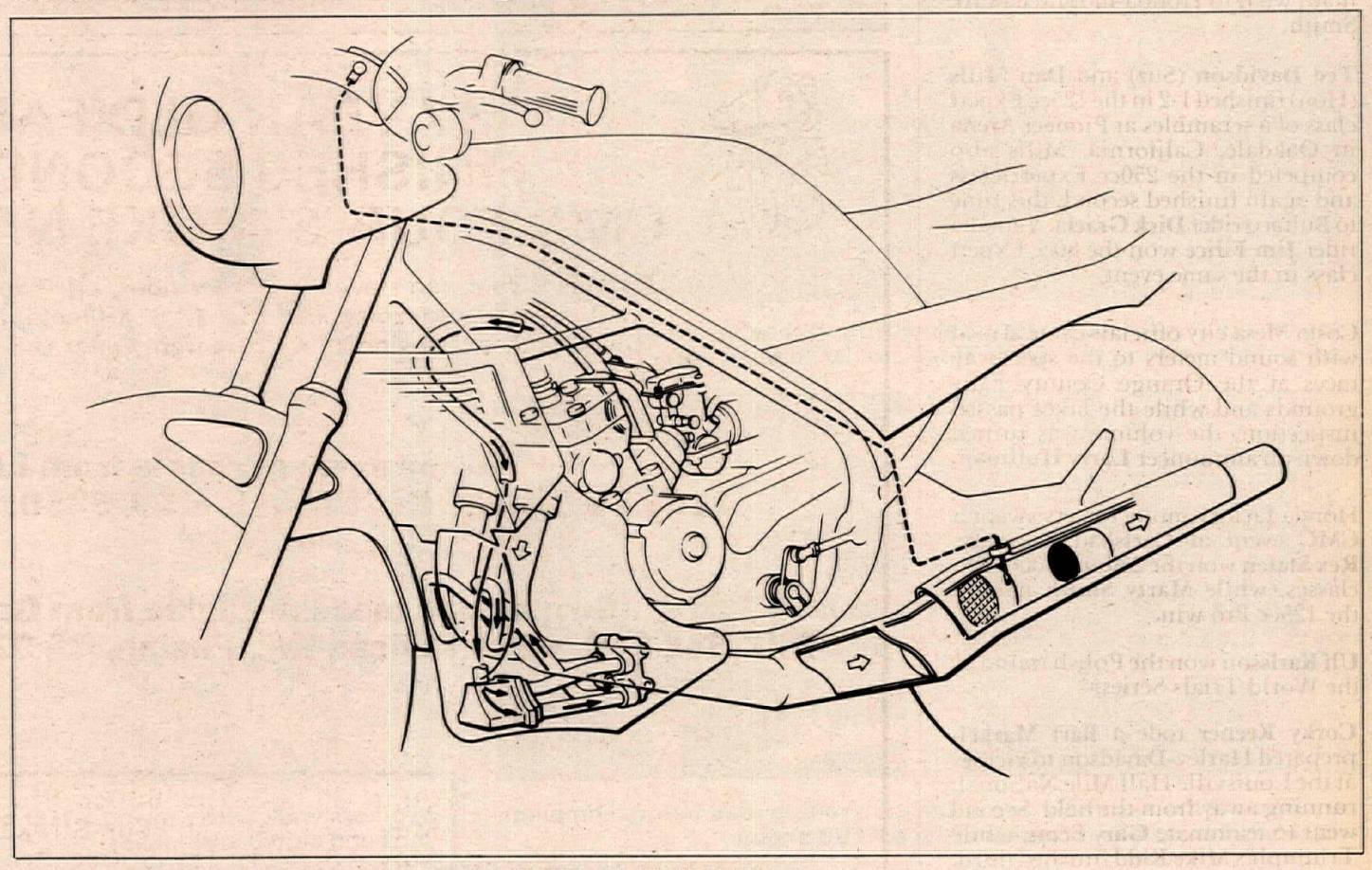
All things considered — construction, price, powerband and noise level — the best combination is the ported cylinder, milled head, and Euro pipes with European-spec jetting and the airbox and filter in place.

Discounting noise, the best combination is all of the above with Toomey pipes. Those changes make the RZ350 an exciting, quick, wheelstanding roadster with the power of a 650 and none of the bulk.

And that's worth a few grams of extra hydrocarbons floating around the atmosphere. •

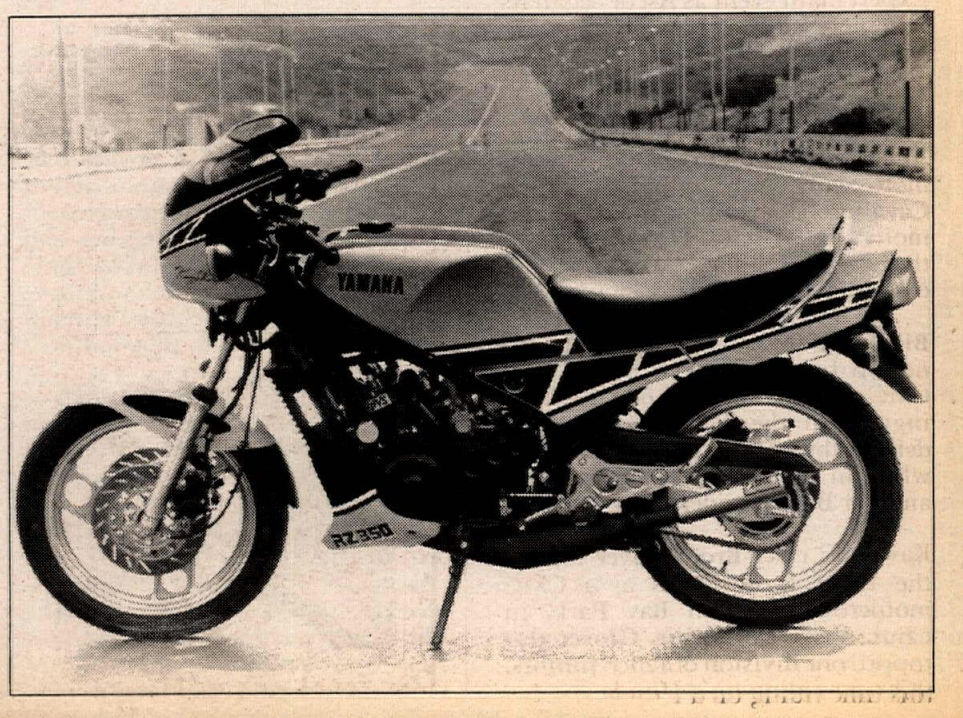


Modified RZ350, non-U.S.: 12.75 sec. @ 104.89 mph.



Stock U.S. RZ350 with emissions junk: 13.57 sec. @ 97.44 mph.

Spec II RZ350: 12.69 sec. @ 104.40 mph.



Scorecard: Best passes

Stock RZ350 (new)	13.20 sec. @ 99.00 mph
Stock RZ350 (2000 miles)	13.57 sec. @ 97.44 mph
Stock RZ350, rejetted, Toomey pipes	12.61 sec. @ 105.50 mph
Stock RZ350, rejetted, RSC pipes	12.57 sec. @ 106.25 mph
Spec II RZ350, Spec II pipes	12.69 sec. @ 104.40 mph
Modified RZ350, non-U.S. pipes	12.75 sec. @ 104.89 mph
Modified RZ350, Toomey pipes	12.20 sec. @ 111.38 mph
Modified RZ350, Spec II pipes	12.54 sec. @ 106.12 mph

TEN YEARS AGO

Harry Klinzmann and **Keith Code** scored a total of five victories in a road race at Orange County International Raceway in Irvine, California. Klinzmann won the 250cc Junior GP, 350cc Junior GP and Open Junior classes; Code bested the 500cc GP and Cafe classes.

Triumphs ruled the roost in an AMA Regional TT at Clackamas, Oregon. **Mark Williams** won the Expert main on one, followed by **Chuck Joyner** and **Randy Skiver.** Triumph rider **Don Smith** took the Junior main as **Bruce Hanlon** managed to get Harley-Davidson colors in the winner's circle by finishing second. The Novice main went to Honda-mounted **Mark Smith.**

Ted Davidson (Suz) and **Dan Mills** (Hon) finished 1-2 in the 125cc Expert class of a scrambles at Pioneer Arena in Oakdale, California. Mills also competed in the 250cc Expert class and again finished second, this time to Bultaco rider **Dick Gracia.** Yamaha rider **Jim Filice** won the 80cc Expert class in the same event.

Costa Mesa city officials came armed with sound meters to the speedway races at the Orange County Fairgrounds and while the bikes passed inspection, the volume was turned down on announcer **Larry Huffman.**

Honda factory motocrossers swept a CMC event at Carlsbad Raceway. **Rex Staten** won the 250 and 500cc Pro classes, while **Marty Smith** nabbed the 125cc Pro win.

Ulf Karlsson won the Polish round of the World Trials Series.

Corky Keener rode a **Bart Markel**-prepared Harley-Davidson to victory at the Louisville Half Mile National, running away from the field. Second went to teammate **Gary Scott,** while Triumph's **Mike Kidd** finished third.

Riding the **Ron Wood** Norton, rookie Expert **Rob Morrison** won the Expert main event as Ascot began its Summer Series of half mile racing. **Alex Jorgensen** (Tri) took the Junior main event, while **Elbert Turner** (Yam) was top Novice.

American **Brad Lackey** (Hus) split moto wins with Italian **Giuseppe Cavallaro** (Mai) in an international motocross in Italy. However, when the day was done, Cavallaro's 1-2 edged Lackey's 3-1.

Bill Cook (Mai) took a pair of runner-up finishes in Pro racing at a CMC motocross at Washougal, Washington. In the 250cc Pros he was defeated by Bultaco rider **Chuck Sun,** while in the 500s he was bested by another Bultaco rider, **Rick Burgett.**

Kawasaki rider **Broc Glover** topped the 100cc Junior class at a CMC motocross at South Bay Park, in Chula Vista, California. Glover also topped one division of 125cc Juniors, this time riding on a Honda.

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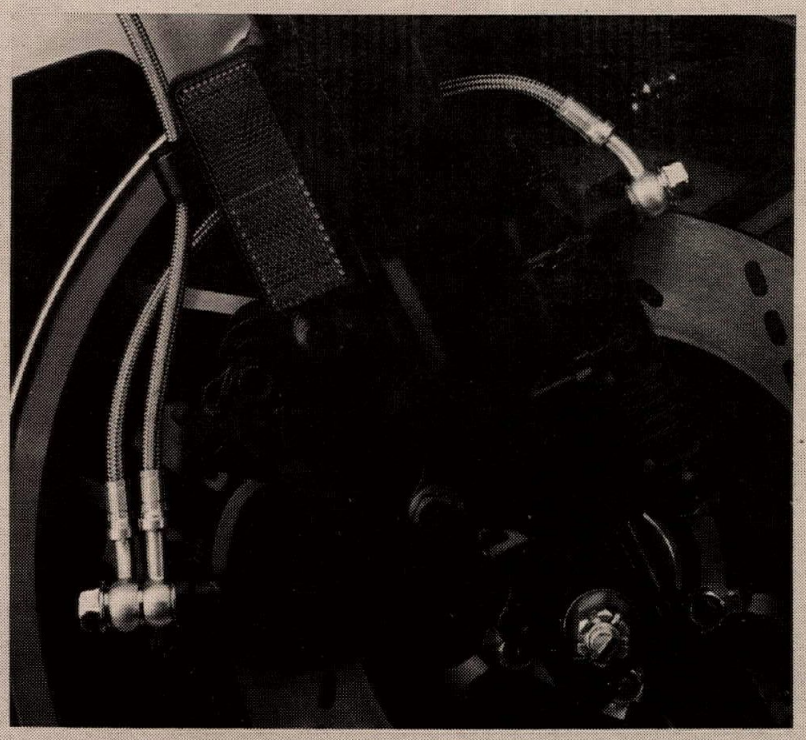

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May 20, '84: 1st Four-Stroke Pro, Dunestown Gran Prix
May 13, '84: 1st 500cc Pro, Indian Dunes Grand Prix
May 6, '84: 1st D-37 Four-Stroke Expert, Perris G.P.

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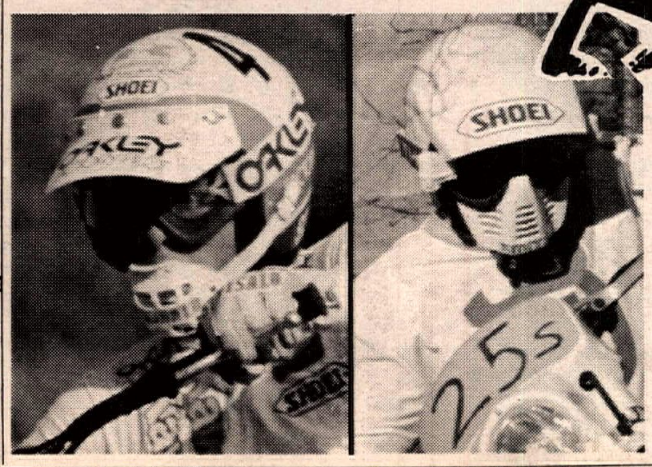
Race Notes



JEFF WARD Wins Superbowl of Motocross in the Pasadena, CA Rosebowl with SHOEI Helmet.

SHOEI rider MIKE MELTON wins 125 Mile AMA National Enduro at Bellingham, WA.

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Dan Ashcraft, pictured here, teamed with Dan Smith to claim yet another overall victory in the SCORE off-road series.

SCORE Off-Road Championship Series: Round 3

Husky's dynamic duo does it again

By Matt Hilgenberg

LUCERNE VALLEY, CA, JUNE 2

Team Husqvarna riders Dan Smith and Dan Ashcraft scored yet another victory at this year's running of the Baja Internacional, which was moved to California at the last minute and renamed the Baja in Barstow. They were the second bike to leave the starting line, at 5:26 am, and quickly moved into lead position, which they held until the finish. Team Honda's Bruce Ogilvie and Chuck Miller, on an XR500, were the nearest competition, closing to within a minute and a half at one point until the header pipe fell off, causing the bike to lose power. Ogilvie, a retired desert racer, was a last minute replacement for the injured Kevin Hopkins, who wasn't yet ready to ride.

The surprise (to many) victor of the 250cc Class 21 was the team of Dave Chase and Brett Howell. They crossed the line just five minutes ahead (on corrected time) of Yamaha-mounted riders David Wasden and Ed Pierce. The pre-race favorites, Scott and Kent Pfeiffer, suffered a slow bike and rear wheel problems, settling for fourth in class. Kent said, "I pre-ran without any water in the radiator, and the engine blew up about a mile out. I took it home and tried fixing it, but I couldn't get it right in time for the race." The Garth Sweetland/Mark Hildebrand team was third.

Cagiva North America-sponsored riders Ed and Jeff Foland took Class 20 (125cc) over Steven Buckley and Bob Johnson. Buckley later contested the win, stating that the engine displacement was too large for the class. He put up the $250 necessary to tear down the Italian machine, but it was found to be legal, and Foland received the posted funds.

After eight teams dropped from the competition prior to the race, only three bikes were entered in Class 38, for riders over 38 years of age. Richard Jackson and Gary Colbert, on the 1983 Smith/Ashcraft Husky, took the top honors there.

Steve Subith and Bill Harris, riding a Honda, were the quickest bike in Class 30, SCORE's division for riders over 30. Ten minutes back in second were Wes Anderson Jr., and Wayne Carlton.

Brett Howell, at the controls of the winning Class 21 Husky.

Ed and Jeff Foland won Class 20 by seven minutes.

The most unique aspect of this year's Baja race was that it wasn't run in Baja. Due to conflicts with the Mexican government, a last-minute rescheduling moved the race to Lucerne Valley, 25 miles south of the desert community of Barstow. According to SCORE president Sal Fish, "The course simulates many parts of Baja. It contains tight, rocky sections, silty sand washes, and high-speed open-desert sections." The main differences, says Fish, are that, "there are no river crossings, no summit or big elevation changes, and no pine forests."

Class 22

Three-time World Motocross Champion Gaston Rahier never turned out for registration on Friday, so the BMW Motorrad GmbH entry was scratched. Larry Roeseler and Kurt Pfeiffer also failed to show.

Some champions were on hand, though, and they were again the winners by the end of the three, 107-mile designated laps. Smith and Ashcraft continued a winning streak that should carry them to the top of SCORE's points championship once again this year. "I didn't have any problems at all," said Ashcraft. Smith said, "Me either, except early this morning. The bushes were throwing shadows across the trail, and I hit a rock I didn't see, and did a big ol' sixth-gear clicker. Other than that, everything went great."

Their elapsed time of five hours, 19 minutes worked out to an average of 60.202 mph.

When Ogilvie finished, he said, "I'm ready to go another two laps." Although he and Miller had closed to within a couple of minutes of the leaders, when the pipe fell off, "it made the bike run like a 125." Ogilvie rode the last 45 miles of each lap. He did his pre-running on Thursday and Friday, after taking care of pit duties as Honda's ATC team coordinator.

Things didn't go so well for everybody. Wayne Schmidt, on an XR500, crashed just into the second loop. He rode back to the pits with a dazed look in his eyes and one hand tied to the handlebar. Schmidt told the medical crew he was OK, but later ended up in the hospital.

Jim Buckingham and Bradley Skriver also had problems, and didn't complete the initial round. Skriver crashed after checkpoint one, but didn't notice a rear flat when they changed riders at check two. With Buckingham aboard, just five minutes away, the tire came apart. When he returned to the check to replace the wheel, his crew had already left. They decided to retire there.

Bill Boyer and Gary Jones, who ran well at the Parker 400, suffered problems stemming from a clogged air filter, and had to settle for fifth in class. The filter clogged up on Boyer 80 miles into the race. When Jones took over, the problem continued. He could only reach a speed of 40 mph on the fast, dry lake. He stopped to clean it with gas, only to have it clog up again.

Chuck Pettigrew and Lonnie Lawrence, mounted on a Can-Am two-stroke, finished in third position, 28 minutes behind Ashcraft. It is the best SCORE finish in recent history for the marque.

Neil Woolridge trekked all the way from South Africa to race at the Baja in Barstow 500km. He rode to a fourth place finish with Mark Davies, on a Honda CR480, with a time of 6:19:50.36.

Class 21

Although Howell suffered a front flat 23 miles from the start, the quickest bikes to complete the first lap were those of the top two class finishers, at one hour, 55 minutes. Just behind them were the Pfeiffer brothers, at 1:57. Glenn Campolla, riding an XR250 out of Long Beach, California, broke a footpeg just after the first pit, and had difficulties getting it repaired. It took him nearly three hours to complete a lap.

Chase picked up some speed on lap two, clicking off a 1:52 lap. Wasden and Pierce lost another couple minutes, coming in after a 1:56 lap. "We had planned to split each lap in half," said Wasden, "but couldn't get everything arranged and had to ride one whole lap each, then we split the last lap. I hadn't pre-run the first 50-mile section of the course. That's where we lost some time."

On the last lap, Kent Pfeiffer experienced rear wheel bearing problems. The bearings came out of the wheel, causing a potentially dangerous situation. To a racing team as experienced as Roy's Boys, all it meant was a loss of 10 to 15 minutes in elapsed time, dropping them to fourth, by a minute and a half.

At 11:17 a.m. Saturday morning, Howell crossed the finish line to claim the win. Five minutes later, Wasden rode his Gary Griffin/Montclair Yamaha/P & G Equipment Rentals/Lubradyne/Ohlins-sponsored '84 YZ250 through.

The Sweetland/Hildebrand entry, a water-cooled Husky 250CR, received the checkered flag while Kent Pfeiffer was visible from the finish area. Sweetland earned the third-place money.

Class 38

The solo-riding winner of the San Felipe 250, Jackson, teamed with Colbert to take their class win by nearly 17 minutes over Honda CR500 riders Hal Bankhead and Ron Gray. The Husky riders left the starting line 30 seconds after Bankhead, and were physically 24 seconds ahead at the completion of the initial lap. Lou Peralta and Gene Dempsey started first, but were down by 23 minutes by the start of lap two.

Richard Jackson and Gary Colbert were the victors in Class 38.

Jackson and Colbert stretched their lead to seven minutes by the time they began the final circuit, and the Peralta/Dempsey team fell to 45 minutes in back of second.

The positions held to the finish, with Jackson's Fabriform/Up-Tite Husqvarna/Maxima-sponsored racer taking the checkered flag first in a time of six hours, 16 minutes, 15 seconds.

Class 30

Subith and Harris were on the fourth Class 30 bike to leave the starting area, and were just 45 seconds shy of physically taking the lead by the time they crossed start/finish again. From there on, they pulled out from the other four entries quite steadily until the finish.

The Dave Gruver/Art Day XR500R ran well until encountering problems on the third loop, and fell well off the pace to finish fourth.

Riding a steady race, but finishing 54 minutes adrift the leader was the third place Honda ridden by Dennis Greene and Randall Jordan. They trailed by 40 minutes, the Victorville, California-based team of Anderson and Carlton, that finished second.

Class 20

"We must've had a good ride, we won, didn't we?" said Ed Foland, with a chuckle, shortly after the completion of race. Although they averaged only 48.411 mph, the Cagiva-mounted team finished seven minutes quicker than Buckley's Honda.

Winners of the last SCORE event, Keith and Kevin Senn, didn't have things going their way this time. While pre-running earlier in the week, Kevin crashed, suffering a broken femur. Michael Goodwin was called in to take over the riding chores, but to no avail. They failed to complete even the first lap.

The race was fairly uneventful for the small-bore class, with each team moving at its own pace throughout the entire race. At the finish, only one hour separated the five finishers. •

Results

CLASS 22 (OPEN MOTORCYCLES): 1. Dan Smith/Dan Ashcraft (Hus) 5:19:55.26; 2. Chuck Miller/Bruce Ogilvie (Hon) 5:27:42.95; 3. Chuck Pettigrew/Lonnie Lawrence (C-A) 5:47:09.86; 4. Mark Davies/Neil Woolridge (Hon) 6:19:50.36; 5. Bill Boyer/Gary Jones (Hon) 6:28:53.19; 6. Jerry Ehrhardt/Troy Ellis (Yam) 6:38:56.81.

CLASS 21 (250 MOTORCYCLES): 1. Dave Chase/Brett Howell (Hus) 5:42:13.23; 2. David T. Wasden/Ed Pierce (Yam) 5:47:24.48; 3. Garth Sweetland/Mark Hildebrand (Husq) 5:57:24.28; 4. Scott Pfeiffer/Ken Pfeiffer (Husq) 5:58:11.17; 5. Larry Fife/Craig Adams (Hon) 6:20:28.23.

CLASS 20 (125 MOTORCYCLES): 1. Ed Foland/-Jeff Foland (Cag) 6:37:50.45; 2. Steven Buckley/-Bob Johnson (Hon) 6:44:10.75; 3. Sergio Vega/-Vito Hale (Hon) 7:09:08.25; 4. Arturo Vazquez/Earl Roberts (Suz) 7:34:44.26.

CLASS 30 (MOTORCYCLES, RIDERS 30 YEARS AND OLDER): 1. Steve Subith/Bill Harris (Hon) 6:24:58.47; 2. Wes Anderson Jr/Wayne Carlton (Hus) 6:35:55.20; 3. Dennis Greene/Randal Jordan (Hon) 7:19:41.51; 4. Dave Gruver/Art Day (Hon) 7:55:31.75.

CLASS 38 (MOTORCYCLES, RIDERS 38 YEARS AND OLDER): 1. Richard Jackson/Gary Colbert (Hus) 6:16:15.25; 2. Hal Bankhead/Ron Gray (Hon) 6:32:59.77; 3. Lou Peralta/Gene Dempsey (Hon) 7:52:17.42.

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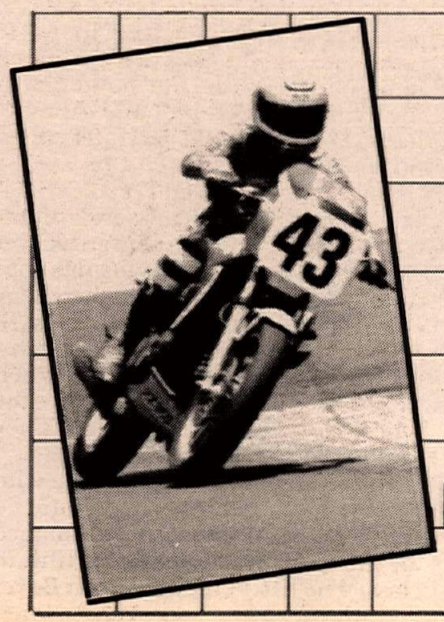

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SPEEDWAY WEEK

PHOTO BY SCOTT DALOISIO

Greg Hancock (94) leads the Juniors at San Bernardino.

Christian crusades to IMS win

By Scott Daloisio

SAN BERNARDINO, CA, JUNE 6

Alan "Crazy" Christian warmed up for the American Final by racing to a convincing win on a cloudy, chilly night at John LaDouceur's Inland Motorcycle Speedway.

Dubb Ferrell, from the pole, was first out of the gate over Sam Ermolenko and Christian. As they approached the first corner Ferrell made a slight manuever to the right that sent the field into disarray. Christian quickly recovered and put the STP/Valvoline/Bell/Hi-Point/PBI/Tsubaki Godden in front of Ferrell as they exited turn four on the opening lap. Ferrell managed to stay close for a lap before Christian started to pull away for what turned out to be a half-straightaway win. While Christian and Ferrell were out front, Sam Ermolenko and Kelly Moran battled side by side for the third spot. Ermolenko beat Moran to the line by inches.

Randy Blevins (Hy Tech/Jones Goggles Godden) made only his second IMS First Division appearance and he won the Handicap main from the zero-yard line. Ed Castro was second on the start and hung with Sterling Cogar third.

Results

SCRATCH MAIN: 1. Alan Christian (Gdn); 2. Dubb Ferrell (Jaw); 3. Sam Ermolenko (Jaw); 4. Kelly Moran (Gdn).

HANDICAP: 1. Randy Blevins (Gdn); 2. Ed Castro (Jaw); 3. Sterling Cogar (Wes); 4. Keith Chrisco (Jaw); 5. Sam Ermolenko (Jaw); 6. Andy Northrup (Wes).

SECOND DIV: 1. Jeff Springman (Wes); 2. Wayne Leutz (Wes); 3. Jim O'Dell (Jaw); 4. Ronnie Correy (Jaw); 5. Bryce Eikelberger (Gdn); 6. Randy Bennett (Gdn).

JR: 1. Greg Hancock; 2. Jessee Finch; 3. Jordan Duncan; 4. Bobby Cody; 5. Josh Larsen; 6. Scott Correy.

DeTemple, Sullivan Visalia victors

By Bill Locey

VISALIA, CA, JUNE 2

Dave DeTemple started a streak of his own even as he ended Randy Griffith's by winning the Scratch main at round four of Saturday night speedway in Visalia.

Rodney Sullivan looked good in winning the Handicap main for the second time this season — this time off the 20.

In Scratch racing, DeTemple went faster than the CHP after a speeder over the Grapevine as he easily won his heat. In his semi, it was no contest again as DeTemple won by plenty over Bakersfield rider Ron Hardin who held off Don Butler and Sullivan to earn his ticket to the main.

The main wasn't such a cruise for DeTemple. If the race had've been 15 feet shorter, Hardin would've won. As it was, DeTemple made a timely, not to mention wild, last-turn drive which gave him the lead a split second before the checkered. A ways behind the leaders, there was another two man battle as local Todd Varner held off Griffith in a replay of their semi.

Kingsburg karate instructor Mike ReMine, whom everyone calls "sir," won the Second Division main.

Results

SCRATCH MAIN: 1. Dave DeTemple; 2. Ron Hardin; 3. Todd Varner; 4. Randy Griffith.

HANDICAP MAIN: 1. Rodney Sullivan; 2. Walt Farnum; 3. Dave Detemple; 4. Todd Varner; 5. Dave Cox; 6. Ron Hardin.

SEC DIV: 1. Mike ReMine; 2. Don Turner; 3. Jim Ash; 4. Jim Peery.

MATCH RACE: 1. Dave DeTemple def. Randy Griffith.

Orlandi, Martin dazzle Baylands

By Ronnie Allyn

FREMONT, CA, JUNE 7

Paul Orlandi showed the AMA speedway fans at Baylands Raceway Park why he carries number one in northern California, as he ran off with the Scratch main event while Steve Martin captured his second Handicap main of the season.

In the Scratch final, Orlandi started from the number two position, beat Pat Linn into the first corner and never looked back as he zoomed to his first feature win at Baylands. Linn finished second on a Weslake.

In the Handicap main event, Steve Martin came off the 20-yard line to capture his second main event win of the year at Baylands on his Bill Martin and Son Grading and Trucking Jawa. Duane Yarrow, looking for a repeat of his previous week's main event wins, came up from the 50-yard line on the Snooky Owens Weslake to challenge the 23-year old rider, but couldn't get around him and settled for second.

John Hegarty, riding in Second Division for the first time, led from flag to flag to take the main event on the Bill Calicura two-valve Jawa over Mark Zeissler cnd Billy Scott.

Results

SCRATCH MAIN: 1. Paul Orlandi (Wes); 2. Pat Linn (Wes); 3. Jeff Jones (Wes); 4. John Volk (Jaw).

HANDICAP MAIN: 1. Steve Martin (Jaw); 2. Duane Yarrow (Wes); 3. Paul Orlandi (Wes); 4. John Volk (Jaw); 5. Rocky Robinson (Jaw); 6. Tom Ferris (Wes).

SECOND DIV: 1. John Hegarty (Jaw); 2. Mark Zeissler (Jaw); 3. Billy Scott (Wes); 4. Perry Sherman (Jaw).

THIRD DIV: 1. Mark Day (Jaw); 2. Chris Lopez (Jaw); 3. Jeff Santos (Jaw); 4. Scot McNeil (Jaw); 5. Stu McDaniels (Jaw); 6. Bryan Henrickson (Jaw).

Sullivan smokes Turlock

By Ronnie Allyn

TURLOCK, CA, JUNE 5

Rodney Sullivan, the newest sensation of northern California speedway racing, walked off with his second Handicap main event win in a row Tuesday night at the Stanislaus County Fairgrounds here, and Rocky Robinson won his first Scratch main event of the season.

Sullivan, a veteran Camel Pro Series rider who switched to AMA speedway this season, rode the Kal Gard Lubricants/Castrol/Maggini Hay Company-sponsored Weslake, owned and prepared by Bob Jones and Don Lamm, to the win, coming off the 10-yard line and leading wire to wire.

Robinson, came on strong in the final laps to finish second to Sullivan in the Handicap main on his Jawa, with John Volk on a Jawa third. Greg Martz took fourth, with Tom Ferris fifth and Duane Yarrow in sixth.

Coming back in the Scratch main event Robinson went around Duane Yarrow on the second lap and pulled away to take the win on his Sierra Products/Custom Equipment/Castrol Oil Jawa. Yarrow took second on the Snooky Owen, Weslake, with Harlan Bast Jr., in third, and David Faria Jr., fourth.

Brian Henrickson riding the Richmond Yamaha, Jawa won the Third Division main event, edging out Rick Hicks and Stu McDaniel.

Results

SCRATCH MAIN: 1. Rocky Robinson (Jaw); 2. Duane Yarrow (Wes); 3. Harlan Bast Jr. (Godd); 4. Dave Faria Jr. (Jaw).

HANDICAP MAIN: 1. Rodney Sullivan (Wes); 2. Rocky Robinson (Jaw); 3. John Volk (Jaw); 4. Greg Martz (Jaw); 5. Tom Ferris (Wes); 6. Duane Yarrow (Wes).

THIRD DIV: 1. Brian Henrickson (Jaw); 2. Rick Hicks (Wes); 3. Stu McDaniel (Jaw); 4. Chris Lopez (Jaw); 5. Richard Robles (Jaw).

Yarrow sweeps Fremont

By Ronnie Allyn

FREMONT, CA, MAY 31

Duane Yarrow was a blowin' and a goin' at Baylands Raceway Park as he swept the speedway racing program, winning both the Handicap and Scratch main events on his Snooky Owen-prepared Weslake.

The 31-year-old rider became the first rider in Baylands short speedway history, to capture both the Handicap and Scratch main events on the same program. He also won two out of three match races against David Faria Jr., and stopped Faria's Scratch main streak at three.

Coming off the 40-yard line, Yarrow ran down southern California's Jeff Jones on the third lap and blew past him to take the lead in the third turn, where the yellow was out for a fallen Paul Orlandi. Jones, making his Baylands debut on the Up Time Weslake, finished second, with Steve Martin third on the Martin Trucking Jawa. Paul Linn finished fourth, with Faria who laid his bike down to miss Orlandi fifth, and Orlandi last.

In the Scratch feature, Faria got out of the gate first, but Yarrow ran him down on the back stretch and the two rode side by side through the north turn. Yarrow pulled out a couple of bikelengths on the second lap, but Faria came back on the final lap to challenge Yarrow, but lost by a wheel. Patt Linn finished third, with Rocky Robinson in for fourth money.

Results

SCRATCH MAIN: 1. Duane Yarrow (Wes); 2. David Faria Jr. (Jaw); 3. Pat Linn (Wes); 4. Rocky Robinson (Jaw).

HANDICAP MAIN: 1. Duane Yarrow (Wes); 2. Jeff Jones (Wes); 3. Steve Martin (Jaw); 4. Pat Linn (Wes); 5. Dave Faria (Jaw); 6. Paul Orlandi (Wes).

THIRD DIV: 1. Brian Henrickson (Jaw); 2. John Hegarty (Jaw); 3. Rich Simpson (Jaw); 4. Dave Coupe (Jaw); 5. Mike Solis (Jaw); 6. Stuart McDaniel (Jaw).

Volk fells 'em at Napa

By Jann Houston

NAPA, CA, MAY 26

A large crowd was on hand at the Napa speedway season opener to see John Volk and Duane Yarrow take main event victories.

Volk, a winner once already this year, grabbed the lead off the start in the Handicap main event. Mark Prince moved right up on Volk during the second lap, and from there to the finish, really kept the pressure on the leader. Volk kept his cool, however, and took the win as Harlan Bast Jr. finished a close third.

Yarrow's Scratch victory was never in doubt after he took the lead from the number two starting position. Second was in doubt right up to the finish as David Faria Jr. edged Steve Crawford in a photo finish.

Former Class C racer Billy Scott took the Division Two main event in a close finish over Mark Zeissler, while Mickey Lane claimed the D-3 honors ahead of Tom Castagnola.

Coors Wright found himself in a Hedden brothers sandwich at the completion of the Junior main event, finishing behind winner Bobby Hedden and ahead of Tommy Hedden.

Napa promoter Dennis "Choo Choo" Robinson announced his retirement from competition at this event, and his #4 was retired. Robinson will now concentrate on promoting full-time.

Results

SCRATCH MAIN: 1. Duane Yarrow; 2. David Faria Jr.; 3. Steve Crawford; 4. Marc Prince.

HANDICAP MAIN: 1. John Volk; 2. Marc Prince; 3. Harlan Bast Jr.; 4. Steve Martin; 5. David Faria Jr.; 6. Paul Orlandi.

SEC DIV: 1. Billy Scott; 2. Mark Zeissler; 3. David Chaidez; 4. Scot Nelson; 5. Mark Day; 6. Rory Rundle.

THIRD DIV: 1. Mickey Lane; 2. Tom Castagnolia; 3. Brad Silva; 4. Dirck Sauer; 5. Rich Simpson; 6. Jeff Santos.

JR MAIN: 1. Bobby Hedden; 2. Coors Wright; 3. Tommy Hedden; 4. Dustin Schroeder; 5. Mike Knopf.

Prince crowned king at Auburn

By Jann Houston

AUBURN, CA, MAY 25

Marc Prince and Paul Orlandi rode to main event wins on the Handicap and Scratch sides of the program, respectively, in Auburn speedway action.

Riding a Jawa, Prince came from back yardage to second place on lap two of the main event. Southern Cali-

fornia rider Shane McDonald was leading the event while Rocky Robinson and Steve Crawford were having an intense battle for third. It all came down to the final lap and the final corner, with Prince getting a little extra drive and going under McDonald at the last possible moment for the win. Crawford got the nod for third.

In the Scratch main, Orlandi drew the pole and his luck got better from there, leading all the way to the checkered flag. The real battle was for second between Duane Yarrow and Mike Delacy, with the latter taking it at the flag by a wheel-length.

The Second Division was a tough fight between Dana Perri and Mark Zeissler. Perri led it all the way but Zeissler's pressure was unrelenting.

Mike Solis grabbed the early lead in the D-3 main and held it for two laps, but was nailed on lap three by Dirck Sauer and Sauer went on to take a close win.

As usual, Scott Brant led the Juniors across the finish line, but the run for second was a hair-raiser as Bobby Hedden found a little extra steam and edged Coors Wright as they headed for the line.

Results

SCRATCH MAIN: 1. Paul Orlandi; 2. Mike Delacy; 3. Duane Yarrow; 4. Rocky Robinson.

HANDICAP MAIN: 1. Marc Prince; 2. Shane McDonald; 3. Steve Crawford; 4. Mike Delacy; 5. Rocky Robinson; 6. Robert Curry.

SEC DIV: 1. Dana Perri; 2. Mark Zeissler; 3. Mark Dragony; 4. Scott Briard; 5. Kevin Krugh; 6. Brett Flory.

THIRD DIV: 1. Dirck Sauer; 2. Mike Solis; 3. Stu McDaniel; 4. Derek Dorresteyn; 5. Bryan Henrickson; 6. Jeff Holmes.

JR: 1. Scott Brant; 2. Bobby Hedden; 3. Coors Wright; 4. Tommy Hedden; 5. Mike Knopf; 6. Dustin Schroeder.

Volk, Orlandi take Auburn

By Jann Houston

AUBURN, CA, MAY 18

John Volk and Paul Orlandi were the winners of the Handicap and Scratch main events, respectively, as the Auburn speedway season moved into its second week.

In the 'Cap main, Volk took the lead from the gate. Harlan Bast Jr. moved up to challenge him, but Volk stayed down on the pole and kept his guard up. Bast had his own pressure to deal with as Steve Crawford rode right on his tail. At the finish it was Volk still out front, but only by half a wheel.

In the Scratch main Orlandi gated well from the number three spot and took the lead. Unlike his competition, Orlandi rode the outside line, and it worked for him. He took the checkered first, while Marc Prince was a hair-raising second over David Faria Jr. and Tom Ferris.

In the Second Division main, Ross Eichelberger led start to finish to record the victory over Charlie Haines and David Chaidez.

Former MX star Dave Coupe, in his speedway debut, won the D-3 main to show his potential; aided no doubt, by Orlandi's coaching. In the other main event, for the Junior speedway riders. Scott Brant was up to his usual winning ways. •

Results

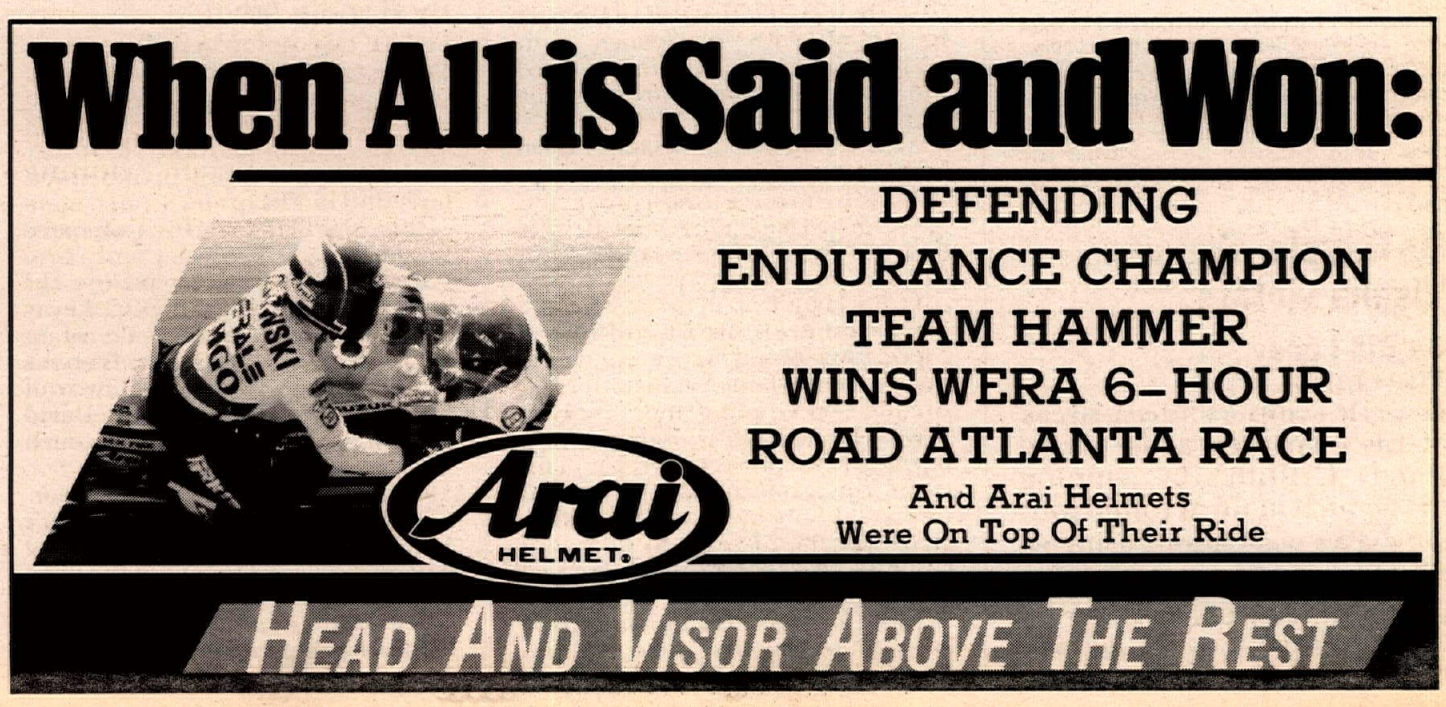
SCRATCH MAIN: 1. Paul Orlandi; 2. Marc Prince; 3. David Faria Jr.; 4. Tom Ferris.

HANDICAP MAIN: 1. John Volk; 2. Harlan Bast Jr.; 3. Steve Crawford; 4. Gary Stewart; 5. Mike Delacy; 6. Steve Elstine.

D-2 MAIN: 1. Ross Eichelberger; 2. Charlie Haines; 3. David Chaidez; 4. Scott Briard; 5. Rick Stephens; 6. Scot Nelson.

D-3 MAIN: 1. Dave Coupe; 2. Jeff Holmes; 3. Derek Dorresteyn; 4. John Hegarty; 5. Billy Scott; 6. John Proto.

JR MAIN: 1. Scott Brant; 2. Coors Wright; 3. Bobby Hedden; 4. Dustin Schroeder; 5. Tommy Hedden; 6. Mike Knopf.



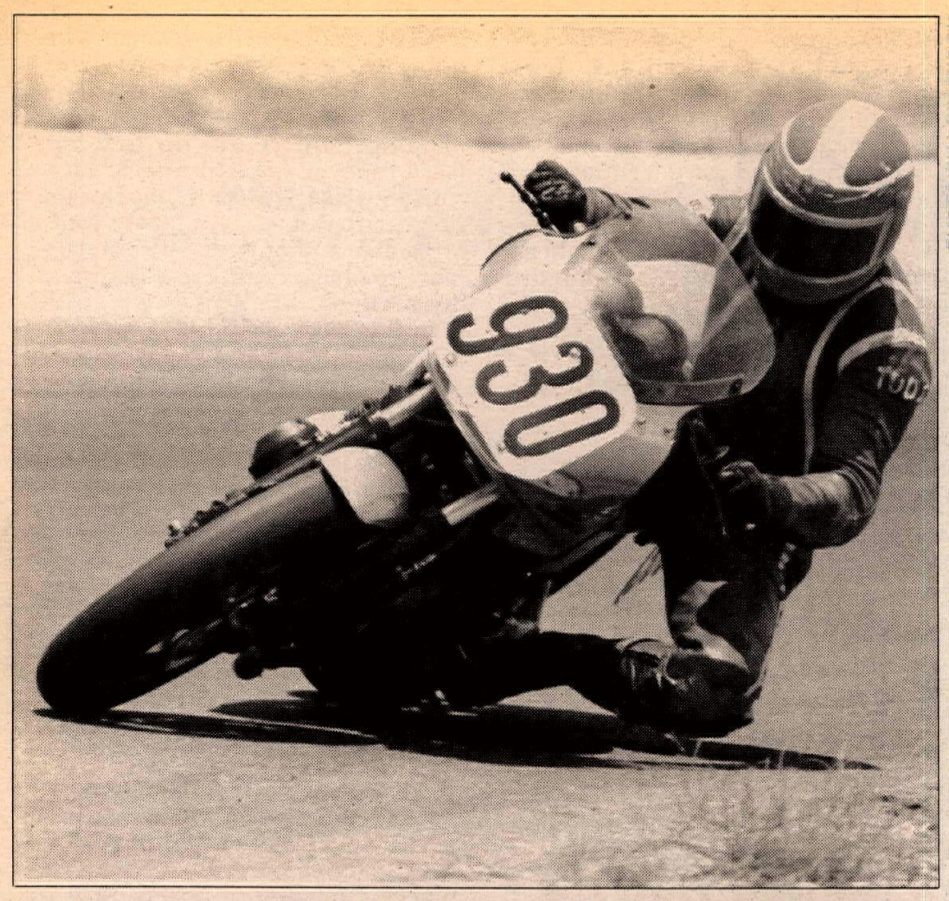


PHOTO BY LORI TYSON

Todd Brubaker rode his GPz550 to a record-breaking win in the 600cc Super Street class. He took the same bike to second in 750cc Superbike.

Vreeke takes fourth straight in Superbike Series

By Lori Tyson

ROSAMOND, CA, JUNE 3

Jim Vreeke won the fifth round of the Willow Springs/American Road Racing Association Superbike Series, taking his fourth straight victory. The Ontario Moto-Tech/ND/Arai/Dunlop-sponsored rider piloted his GPz750 Kawasaki to the lead in the first turn of the first lap and never looked back. Suzuki-mounted Jay Tanner pressured Vreeke a bit until lap six when the aftermarket suspension linkage on Tanner's bike broke as he entered turn two and crashed. The bike cartwheeled in the dirt, but Tanner was unharmed. Another early contender for second, Earl Roloff, topped off what had to be one of his worst days ever with a third-lap crash in turn three. Roloff also walked away unhurt.

Honda pilot Larry Shorts then inherited second place, but was soon plagued by the challenges of young upstart Todd Brubaker. Brubaker had just come from a record-breaking win in the 600 Super Street race, where he did 1:34.5 lap times on his Greg Lundry/John Mangan-tuned GPz550. Brubaker took that same 550 into the Superbike race against the 750 machines; by the seventh lap he had passed Shorts, and took second at the end of the 10-lap event. "Shorts kept cutting me off," said Brubaker afterwards. "I had trouble getting around him."

Shorts took third over Mark Thomas, who battled race-long with Chris Mencher; Thomas protested the legality of Shorts' motor. Shorts won the protest; he was found to be legal.

"I'm glad he had me torn down," said Shorts. "That's an extra $50 for me to take to Elkhart. I'd like to thank my sponsors — Sounder of Long Beach, Russell, R.C. Engineering and Mikuni Carbs."

The 250cc GP was a close race. Desperado Racing's Steve Biganski, who's used to winning easily, had broken a pipe earlier and had some jetting problems in the race. So when Mark Shelton showed up on a strange-looking SBR-Honda single, built with parts that looked like they came off a Buick, Biganski suddenly had his hands full. The two battled all the way to the flag, where Biganski used the draft to slingshot by Shelton, taking the win by inches.

New Zealander Richard Scoular returned to wreak havoc in the 600cc Box Stock class, after last month's three surprising victories. Scoular led virtually flag-to-flag and took his trophy by a healthy margin over the intense fight for second between Nigel Gale and Pete Carroll. Second-place prize was taken by Carroll after a tough dogfight and a last-minute drag-race to the line. Howard Monise took fourth on a borrowed bike in his first race in over a year (after a very bad crash in turn eight left him injured and in a cast for a long time). Monise also went on to take third in the 600cc Production.

Results

F1: 1. Steve Biganski (Yam); 2. Chris Mencher (Kaw); 3. Mark Shelton (Hon).
F2: 1. Steve Biganski (Yam); 2. Mark Shelton (Hon); 3. Cal Rayborn III (Yam).
OPEN SUPER ST: 1. Bob Reinen (Kaw); 2. Bill Cain (Hon); 3. Dwight Fuller (Suz).
600 S S: 1. Todd Brubaker (Kaw); 2. Richard Scoular (Kaw); 3. Frank Mazur (Hon).
450 STK: 1. Chris Grabau (Suz); 2. Charles Wallace (Suz); 3. Keith McKibben.
F3: 1. Gary Pendergrass (Hon).
350LC: 1. John Thornton (Yam); 2. Louis Sarzi (Yam); 3. Alexander White (Yam).
250 S S: 1. Frank Callinicos (Yam); 2. Cal Rayborn III (Yam).
OPEN STK: 1. Andrew Sharpe; 2. Danny Farnsworth (Hon); 3. Stephen Brousseau.
750 STK: 1. Marty Sharpe (Suz); 2. Chris Crowell (Suz); 3. Shawn Leipold (Kaw).
600 STK: 1. Richard Scoular (Yam); 2. Pete Carroll (Yam); 3. Nigel Gale (Yam).
TWINS: 1. Fred Eiker (Nor); 2. Mick Ofield (Nor); 3. Bill Fenessy (Yam).
450 PROD: 1. Alex White (Yam); 2. Andy Leisner (Yam); 3. Steve Dilallo (Yam).
500 SINGLES: 1. Mark Shelton (Hon); 2. Eric I'Anson (Hon); 3. Kevin Sinclair (Yam).
750 SUPERBIKE: 1. Jim Vreeke (Kaw); 2. Todd Brubaker (Yam); 3. Larry Shorts (Hon).
600 PROD 1: 1. Richard Scoular (Yam); 2. Nigel Gale (Yam); 3. Tony Mathews (Yam).
600 PROD 2: 1. Pete Carroll (Yam); 2. Al Ross (Yam); 3. Howard Monise (Yam).
450 S S: 1. Doug McIntosh (Yam); 2. John Thornton (Yam); 3. Steve Dilallo (Yam).
OPEN PROD: 1. Bill Cain (Hon); 2. Dwight Fuller (Suz); 3. Joe Solis (Hon).
750 PROD: 1. Marty Sharpe (Suz); 2. Bob Reinen (Kaw); 3. Kenny Kopecky (Kaw).
CLASSIC: 1. Fred Eiker (Nor); 2. Mick Ofield (Nor); 3. Trevor Dunn (H-D).
VINTAGE: 1. Bill Burdett (Nor); 2. Rich Smith (Tri); 3. Richard Cordes (AR).

Lane locks Spillway MX win

By Jim Pluhar

SANTA MARIA, CA, JUNE 3

Craig Lane, after winning the initial two motos of the three-race program at Spillway Park, crashed in the third to take a DNF. Lane had the holeshot for the last race of the AME-sanctioned event, when he lost control of his Honda coming off a jump on the first lap, and was literally knocked out. It was several minutes until he regained consciousness, but Lane was finally able to walk back to the pits, with the help of some friends. He did receive the overall win for the Open Intermediates, though.

Chris Cockrum, on a Honda, outraced Mike Hawk's Suzuki in two of the three events to win the 250cc Junior class with a four point total. Hawks placed second with six points, and Paul Prochaska was third on another Suzuki. Frankie Lowers' Honda defeated the Yamaha of Lee Johnson in the Open Junior class.

Curt Carpenter and Brad Beaman, both of Hondas, finished first and second, respectively, in all three of the 125cc Novice events.

Results

80 NOV: 1. Boyd Elder (Yam).
80 JR: 1. Torey Rolland (Kaw).
125 NOV: 1. Curt Carpenter (Hon); 2. Brad Beaman (Hon); 3. Jay Robb (Suz).
125 JR: 1. Paul Blomquest (Suz); 2. Keith Goodwin (Suz).
125 PRO: 1. Andy Nelinger (Suz).
250 NOV: 1. Aaron Austin (Suz); 2. Kenny Millsaps (Yam).
250 JR: 1. Cris Cockrum (Hon); 2. Mike Hawks (Yam); 3. Paul Prochaska (Suz); 4. Jay Haroutunian (Suz).
OPEN NOV: 1. Dave Krugh (Yam).
OPEN JR: 1. Frankie Lowers (Hon); 2. Lee Johnson (Yam); 3. Bruce Lindquest (Suz).
OPEN INT: 1. Craig Lane (Hon).

Five for five for Young at Sunrise NMA qualifier

By Tom Griffith

ADELANTO, CA, JUNE 3

Nick Pounds of Sunrise Cycle Park hosted the third round of the National Motorsports Association/Yamaha Grand National qualifying series today. The only perfect score was by Yamaha rider Chris Young riding the Stock and Modified Mini 12+ classes.

Young stole the show as he manuevered his YZ80 into the first-place position before the end of each of five different motos. The Stock class bested its usual large-sized field with nearly 40 machines snarling to do battle.

Going into the final event with perfect two point qualifier scores, Young and David Noel were set for a shootout. But Young put on the heat early by grabbing the lead and Noel found the finish-line rockers too tricky and went down and out of contention finishing in 11th.

Moto one of the Mini Stock Experts saw Suzuki's Mike Healey pull a firm holeshot but following on his tail was a first-class field with Kyle Lewis and Scott Brown second and third. At the tower, lap three saw Brown's Honda pull along side the Kawie of Lewis and dive over the doubles into turn one with second place secure. On the white flag lap, a distant Bob Moore became the pressing Bob Moore and mid-way in the lap moved inside Lewis for third and past Brown for second at the checker. Rounding out the pack came Hicks in fifth and Mike Kiedrowski in sixth.

As the gate dropped on the second Mini Stock Expert go, it appeared to be a repeat of the first moto. But bit by bit, Brown nibbled away at Healey and swept into the lead followed by Moore.

Results

PEE WEE STK: 1. D. Ochoa (Yam); 2. F. Villegas (Yam); 3. J. Griegr (Yam).
JR CYC STK: 1. J. Button (Hon); 2. C. Trickle (Kaw); 3. T. Clowers (Hon); 4. R. Saxton (Kaw).
JR CYC MOD: 1. B. Antunez (Kaw); 2. S. Thornton (Kaw); 3. D. Wiggins (Kaw).
MINI STK 9-11: 1. J. Button (Hon); 2. T. Clowers (Hon); 3. B. Antunez (Kaw).
MINI MOD 9-11: 1. J. Button (Hon); 2. B. Antunez (Kaw); 3. R. Saxton (Kaw).
MINI STK 12+ Div I: 1. David Noel (Kaw); 2. D. Bress (Kaw); 3. B. Suter (Yam).
MINI STK 12+ Div II: 1. C. Young (Kaw); 2. G. Trachy (Kaw); 3. G. Tarlow (Kaw).
MINI STK 12+ Runoff: 1. C. Young (Yam); 2. D. Bress (Kaw); 3. B. Suter (Yam); 4. G. Trachy (Kaw); 5. Eric Bisher (Kaw).
MINI STK INT: 1. M. Burdette (Kaw); 2. T. Hayes (Suz); 3. G. Dehegatte (Hon).
MINI MOD NOV: 1. C. Young (Yam); 2. C. Broders (Kaw); 3. J. Collier (Yam).
MINI MOD INT: 1. M. Burdette (Kaw); 2. S. Trittier (Kaw); 3. M. Wiese (Yam).
MINI STK EX: 1. S. Brown (Hon); 2. B. Moore (Kaw); 3. M. Healey (Suz).
MINI MOD EX: 1. E. Hicks (Yam); 2. M. Healey (Suz); 3. B. Moore (Kaw).
105 OPEN: 1. B. Moore (Kaw); 2. E. Hicks (Yam); 3. M. Healey (Suz).
125 STK NOV: 1. Jeff Capt (Kaw); 2. Jeff Mabery (Kaw); 3. Lance Barnett (Kaw).
125 STK INT: 1. Mouse McCoy (Kaw); 2. Willie Surratt (Hon); 3. Alan Pierce (Kaw).
125 STK PRO: 1. Bader Maneh (Kaw); 2. Todd Campbell (Kaw); 3. Paul Denis (Kaw).
125 MOD NOV: 1. Jeff Mabery (Kaw); 2. Lance Barnett (Kaw); 3. Steve Saling (Kaw).
125 MOD INT: 1. Mouse McCoy (Kaw); 2. Shawn Kalos (Hon); 3. Terry Szucsko (Kaw).
125 MOD PRO: 1. Bader Maneh (Kaw); 2. Todd Campbell (Kaw); 3. Paul Denis (Kaw).
250 NOV: 1. Glenn Gordy (Kaw); 2. Tony Strangio (KawO; 3. Steve Shearer (Hon).
250 INT: 1. Willie Surratt (Hon); 2. Brandon Schneider (Cag); 3. Larry Benedict (Hon).
250 PRO: 1. Larry Brooks (Hon); 2. Robert Laughlin (Kaw); 3. Craig Canoy (Hon).

Stanley steams at Bellingham

By Peter Nielsen

BELLINGHAM, WA, MAY 31

Rod Stanley holeshot the 105cc A class and immediately took control. He circled the nearly one-mile track in one minute, 39 seconds en route to the win. Danny Stanley, running in second, crashed hard in the eighth-lap, yielding that position to Rick Hammerjackson. Danny recovered to finish third.

The 105cc B class, racing in the same moto, but starting in the second wave, showed the fans some good racing. Troy Doty, in third place, kept after Tom Dunn, who had second. In the sixth lap, he got around Dunn, but could not close on the leader, Brett Devries, who led from the start, showing poise and style on the double jumps. They finished with Devries in front, followed by Doty and Dunn.

The 80cc A and B classes shared the same moto, running in two waves. Donny Stanley pulled the holeshot in the A class, and held a slim lead. Curtis Oaks, on a Yamaha, was pushing from behind, and took over first when Stanley slipped out on a turn. Oaks went on to win, with a good lead over Stanley, in second.

In the 80cc B class, Brett Devries had his Honda cooking again, and was in command until lap nine, when he fell. Jay Chenier, who had worked up to second from back in the pack, took over the lead. Devries held on to second, with David Hellem finishing third.

Results

1 SPEED: 1. Michael Hunnicutt (Yam); 2. James Hellam (Yam); 3. Mitchell Falkner (Yam).
60 A: 1. Rod Stanley (Kaw); 2. Billy Zwick (Kaw).
60 B: 1. Kurt Hall (Kaw); 2. Zach Taylor (Kaw).
60 C: 1. Brian Jones (Kaw); 2. Brandon Bradshaw (Kaw); 3. Justin Melton (Hon).
80 A: 1. Curtis Oaks (Yam); 2. Danny Stanley (Kaw).
80 B: 1. Jay Chenier (Yam); 2. Brett Devries (Hon); 3. David Hellem (Kaw).
80 C: 1. Kenny Thompson (Yam); 2. Matt Reams (Kaw); 3. Justin Logsden (Kaw).
80 D: 1. Perez Domingo; 2. Tressa Peters (Kaw); 3. Zach Torre (Suz).
105 A: 1. Rod Stanley (Kaw); 2. Rick Hammerjackson (Kaw).
105 B: 1. Brett Devries (Hon); 2. Troy Doty (Hon); 3. Tom Dunn (Yam).
125 A: 1. Mark Cunningham (Hon); 2. Jason

Webb (Hon); 3. Charlie Charlton (Hon).
125 B: 1. Scott Wilband (Hon); 2. Jimmy Whitcher (Yam); 3. Ed Backker (Hon).
125 C: 1. Archie Parker (Suz); 2. Thad Ballsmider (Kaw); 3. Brent Parent (Kaw).
250 A: 1. Rueben Springman (Suz); 2. Ryan Tierney (Hon); 3. Cunningham (Hon).
250 B: 1. Brad Littlefield (Yam); 2. Ken Enns (Kaw); 3. Stuart Lamont (Suz).
250 C: 1. John Allen (Hon); 2. David Carr (Yam); 3. Jeff Payne (Yam).
OPEN A: 1. Dale Barker (Yam); 2. Tom Moen (Yam); 3. Dan Krogh (Hon).
OPEN B: 1. Steve Church (Hon); 2. Randy Skillman (Hon).
OPEN C: 1. Randy Aldrige (Yam).
OVER 30: 1. Bobby Kelly (Hon); 2. Don Wanlin (Yam); 3. Jeff Chikusa (Hon).
ENDURO A: 1. Greg Lykke (Hon).
ENDURO B: 1. Steve McCauley (KTM).

Green strikes at Sidewinders TT

By Clay Light

CLACKAMAS, OR, JUNE 1

Randy Green once again breezed to the Expert main event at Sidewinder's AMA Professional TT on his N-D/Bel-Ray/Simpson/Hi-Point/Pro Fuel/Lillie-sponsored Honda 600. Green held National number 20 Brad Hurst at bay for his second win in a row in Clackamas. Hurst came from dead last on the KRW/Out Front/Pro Fuel/Panther Frames/Castrol/Blomfeldt Triumph 750 to nab second from Wood-Rotax-mounted Mickey Fay late in the main. Chris Fitzhugh (Seattle Honda/Old Country Kitchen/Lynnwood Yamaha-Honda) soared to the Junior win in a close contest over Robert Horban. Jack "Bugsy" Booth topped the Novice main on a 500 Harley-Davidson thumper.

Booth wasted very little time getting into the lead and from the very start of the 10-lap Novice main, and looked to be riding above par on the choppy, dusty TT course. Bob Klum and his 500 Honda rammed from behind ahead of Jim Dunken (Hon). Dunken faded back into mid-pack, letting Taylor through traffic and nab the third position, closing in fast on Klum and leader Booth. Marty Zirbel flew through the pack to follow Taylor and settle into fourth, dumping Randy Roose to fifth, which would set the final finish order.

Fitzhugh came up with a holeshot to lead the Junior's 12-lap main event. He was feeling the heat from last year's Novice sensation Robert Horban. Horban hounded Fitzhugh the entire main event, but the Grants Pass rider would have the door shut every time he attempted to steal the show. Danny Cain (Hon) rode in early third but dropped off the pace, allowing Kirk Howard to move into the vacated position on a 750 Yamaha. Howard was also dropped back when pressured by McGonigal. Californian Danny McDonnell (Hon) moved into the top five late in the race. Positions stayed nearly the same for the remainder, until McDonnell moved to fourth over Cain and Ryan Fisher (C-A), who were a considerable distance behind winners Fitzhugh and Horban.

John Wincewicz sat the pole position on the National number 55 Triumph and raised his fists with confidence at the staging of the Expert's 15-lap swapfest. Wincewicz led the initial lap, but was threatened by Green's Honda. In the early going, Wincewicz's choice of lines gave Green problems. Barkman, Fay and McCullough made it a National numbers parade until Barry Pelkey (C-A) moved into sixth on the Megacycle Cams Can-Am. Wincewicz finally yielded to a tricky Green, then was faced with holding off long-time rival Fay. Green moved into a lonely lead, then Fay took Wincewicz by surprise on the inside coming down the hill to move into second while a Word/Barkman/Campbell duel erupted behind the trio of leaders. Hurst, who started off dead last, caught the frontrunners sleeping, and nabbed Campbell, then Barkman and Word to move into fourth with three laps remaining. Hurst then set his sights on Wincewicz, who fell prey on the sweeping downhill. Hurst took Fay coming down the hill to place second behind Green, who was unstoppable.

Results

EX: 1. Randy Green (Hon); 2. Brad Hurst (Tri); 3. Mickey Fay (W-R); 4. John Wincewicz (Tri); 5. Frank Word III (Tri).
JR: 1. Chris Fitzhugh (Hon); 2. Robert Horban (Suz); 3. Brian McGonigal (KTM); 4. Dan McDonnell (Hon); 5. Danny Cain (Hon).
NOV: 1. Jack Booth (H-D); 2. Bob Klum (Hon); 3. Billy Taylor (Yam); 4. Martin Zirbel (Yam); 5. Randy Roose (Hon).
EX TD: 1. Randy Green (Hon); 2. John Wincewicz (Tri); 3. Charlie Barkman (KTM); 4. Tom McCullough (Tri).
JR TD: 1. Jack Booth (Yam); 2. Randy Roose (Hon); 3. Billy Taylor (Yam).

Griewe, Zitterkopf, Campbell claim Memorial Day GP at Corona

By Nate Rauba

CORONA, CA, MAY 28

Don Griewe, Greg Zitterkopf, and Todd Campbell survived the 100-degree plus temperature to win the Pro classes at the ninth annual Malcolm Smith/R.A.C.E. Memorial Day Grand Prix at Corona Raceway.

KTM-mounted Griewe made winning the Open class look easy. Griewe took the lead from the start and never looked back, eastablishing a large margin by the end of the first lap. Gary Jones (Yam) and Angelo Ficarolta (Suz) battled over second for the first quarter of the race before Jones broke free and opened up a safe distance to take second. Ficarolta was a distant third.

In the 250cc class Zitterkopf (Sinisalo/Kaw) also had an easy win. Brad McLeod (Hon) was first off the line, but Dave Fernandez (Cycleworks/Suz) took the lead after a few corners. Zitterkopf passed them both on the first lap and was gone for good, setting a pace for himself that carried him past all of the Open line except for Griewe by race's end. Even Griewe almost fell to Zitterkopf's charge. Zitterkopf caught him right at the end, but went wide trying to pass in the final turn.

"If it wouldn't have been so dusty I would have caught him," said Zitterkopf.

The best race was in the 125cc class. Suzuki of Riverside's Gary Denton lived up to his reputation and charged into the first turn more than five bikelengths ahead of Steve Stewart (Team Green/Pomona Valley Kawasaki), Rick Maki (Answer/Kaw), and Todd Campbell (Kaw). Denton enjoyed a good-sized lead for the first lap until Maki caught up to him at the end of it. For the first half of the race Denton held Maki back, but mistakes cost him the lead. "I went off the track about three times, which turned out to be three times too many," Denton said. Maki went on to lead much of the second half of the race, but couldn't hold out to the finish. On

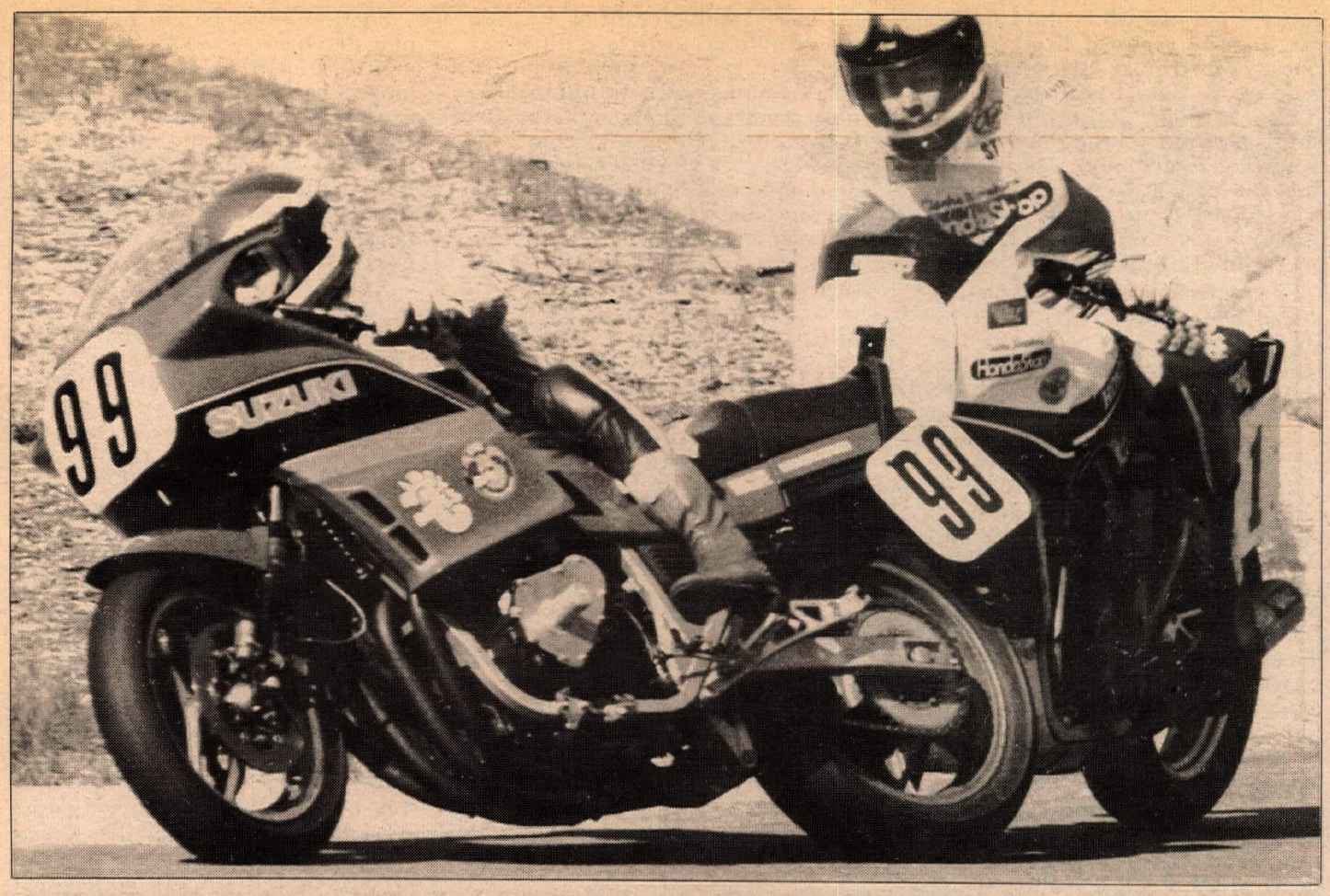


PHOTO BY GRAEME FITCH

Canadian Steve Dick rams his archrival Robert Holden in Formula One competition. Holden won the race.

the final lap a hard-charging Campbell got by on a back section of the track, diced with Maki for a little bit, then pulled away for the win. Near the end, Maki started to slow down, "I just ran out of steam," he said, and Denton made a charge for him in the final few turns but came up a couple of seconds short at the line. Stewart rode the entire race not far behind the battles: A crash by any of the leaders would have put him near the top instead of fourth.

"I couldn't have caught Maki anywhere down here," said Campbell referring to the flatter parts of the course, "it was the uphills where I really out-horsepowered him."

Green on the gas at Castle Rock TT

By Clay Light

CASTLE ROCK, WA, JUNE 2

Honda pilot Randy Green made a sensational last-lap pass on Wood-Rotax rider Mickey Fay and leader Frank Word III to win the Expert main event at Castle Rock's AMA Pro TT opener. Chris Fitzhugh and his Seattle Honda-sponsored 500 continued a rampage of both states, taking the Junior main event over Californian Dan McDonnell. Hard-riding Marty Zirbel took the Novice main event win, beating Jack "Bugsy" Booth.

Fay then trounced the first of three Expert heats which took the top two from each, to the main. National number 55 John Wincewicz took second while Brad Hurst took third. He went on to make the main via the semi. The second heat transfered Word, who won effortlessly over Jeff Campbell on the Harry Lillie/Hi-Point Can-Am 500. Green grabbed the lead of the third and final heat to win over Charlie Barkman and Jeff McDaniel, who would also make the main through a semi.

Zirbel (Chaney's Auto) and Trophy Dash winner Bob Klum (Hon) led the Novice main event with Booth, Matt Holm (Hon) and Pat McBride (Hon) in tow. Zirbel moved away from Klum and Booth. Booth got by Klum to snag the second position and go after Zirbel on the Yamaha TT500. Klum charged back into contention, but got out of shape on the TT's dog-leg section and unloaded into the hay-bales. The incident brought out the red flags in what was supposed to have been a 10-lap main, which was stopped and finalized on lap six. Zirbel got his first win of the season beating Booth, Holm, and McBride.

Fitzhugh sat the pole for the second night in a row of northwest TT action, but had troubles staging for the main. Fitzhugh jumped, moving to the penalty line and watching archrival Robert Horban (Suz) blaze off the line to lead the 12-lap Junior final. Horban crashed, opening the door for Californian Dan McDonnell and Don Montgomery to get past. Montgomery challenged McDonnell to a duel, until Montgomery had mechanical woes putting Ron Waters Jr. (Hon) into second. McDonnell had Waters to contend with, but his real worries came when Fitzhugh moved from last to third at the half-way point in the main. Fitzhugh caught and passed Waters, then got around McDonnell with a smooth pass in the dog-leg to take the lead to the checkered flag. McDonnell took second ahead of Waters, Otto Jorgenson and Terry Wahl.

Word drilled a holeshot to lead the Expert's 15-lap main event. He held Fay's Wood-Rotax back in a pack that consisted of Green, Wincewicz and Barkman. Hurst pulled alongside Barkman's KTM and put a pass on him to move into fifth. Word would outpower Fay's 500 down the straight, but Fay would close the gap in the TT section. Green and Wincewicz battled for third, behind Word and Fay. Hurst closed in to make a move on the duo but tossed a chain, ending his night and letting Green off the hook. Green, in third, caught up to the leaders and closed in with a lap to go. Coming out of the final turn, it was Green taking the lead from Fay, who did the same to Word. Green hung on for the win, giving the Lake Stevens, Washington rider a clean sweep of the weekend, beating Fay, Word, Wincewicz, and Barkman.

Results

EX MAIN: 1. Randy Green (Hon); 2. Mickey Fay (W-R); 3. Frank Word III (Tri); 4. John Wincewicz (Tri); 5. Brett Barkman (KTM); 6. Del Schnitzer (Tri); 7. Jeff Campbell (C-A); 8. Barry Pelkey (C-A); 9. Jeff McDaniel (Kaw); 10. Duane Gerrard (C-A); 11. Tom McCullough (Tri); 12. Brad Hurst (Tri).

JR MAIN: 1. Chris Fitzhugh (Hon); 2. Dan McDonnell (Hon); 3. Ron Waters (Hon); 4. Otto Jorgenson (C-A); 5. Terry Wahl (C-A); 6. Mike Oglesbee (Hon); 7. Tim Stults (Suz); 8. Verl Smith (Yam); 9. Ken Gray (Yam); 10. Danny Cain (Hon); 11. Robert Horban (Suz); 12. Don Montgomery (Hus).

NOV MAIN: 1. Martin Zirbel (Yam); 2. Jack Booth (H-D); 3. Matt Holm (Yam); 4. Pat McBride (Hon); 5. Clay Clark (Hon); 6. Mark Illian (Hon); 7. Jason Naylor (Hon); 8. Ken Wheaton (Hon); 9. Albert Eschwig (Hon); 10. William Farley (Ric); 11. Billy Taylor (Yam); 12. Bob Klum (Hon).

Thompson terrorizes Huetter TT

By Clay Light

COEUR D'ALENE, ID, MAY 31

Yamaha-supported Lowell Thompson did it once again at Huetter Speedway's TT program, trouncing the 80 and 125cc A mains under the beautiful desert skies. Thompson continued a roll to sweep class honors in the two divisions. The Spokane, Washington-based Yamamoto brothers, Ron and Rusty, also continued a roll, sweeping the Expert main events. Ron won the Open and 500cc Expert mains on the Team Jesus/Miller Products/Simpson Hondas while Rusty topped the 250cc Expert main event in the IESRA-sanctioned program of racing. ing.

Thompson and cousin Brian Thompson were 1-2 throughout the 80cc contest and came back to put their Yamahas into the very same positions in the 125cc A main. The Thompsons trounced the field in fine fashion, leaving Troy Hedge and Billy Lenz to argue over the third position. Lowell Thompson rode in a manner that is unchallengeable, and flew to yet another victory for the second time this evening over Brian Thompson and Hedge.

Rusty Yamamoto rode the wheels off his YZ-based 250 to stun the first of three Expert main events, the 250s. Yamamoto had Phil Hamby and brother Ron gunning for positions, but neither would figure into the winner's circle, and gave Rusty yet another 250cc win. Ron jumped off the line immediately in the 500cc Expert main, storming the class which consisted of some heavy artillery. AMA Expert Arney Wick launched his CR500 Honda into second in the final while Rodney Ginn moved into third. Wick and Yamamoto provided the gallery of spectators tense, wheel to wheel combat, just as the duo has for years. The win went to Yamamoto with his two-stroke Honda powerplant.

The Open Expert main event was a classic showdown, with Yamamoto and Wick putting two Hondas into the lead. Ginn and AMA Junior Tim Stults entered the picture, making a four-way draft down the straight and into the TT's dog-leg section. Yamamoto held off Wick's charges and rode all available lines, while Wick looked for an opening on the three-eighths-mile track. The track is quite wide, but Yamamoto's lines didn't offer Wick much choice but to hope for a mistake by the Honda pilot. Yamamoto held off Wick's late in the race rally to earn the win and take home two class victories to Washington, with Wick getting two seconds ahead of Ginn and Suzuki 500-mounted Stults.

Results

OPEN EX: 1. Ron Yamamoto; 2. Arney Wick; 3. Rodney Ginn.

500 EX: 1. Ron Yamamoto; 2. Arney Wick; 3. Rodney Ginn.

250 EX: 1. Rusty Yamamoto; 2. Phil Hamby; 3. Ron Yamamoto.

500 A: 1. Tom Lepo; 2. Mike Trotzman; 3. Scott Coyne.

250 A: 1. Mike Boge; 2. Paul Phelps; 3. Troy Hedge.

125 A: 1. Lowell Thompson; 2. Paul Phelps; 3. Troy Hedge.

80 A: 1. Lowell Thompson; 2. Brian Thompson.

Dick crashes, Holden wins in B.C.

By Alice Macpherson

WESTWOOD, B.C., MAY 27

Steve Dick had to pass his arch rival, Robert Holden, in the last heat of Formula 1 in road racing action in Westwood, B.C. If he didn't, Holden would take the first-place prize money, despite Dick's win in the first heat.

The crowd went wild every time the pair swept by. Dick decided to try braking just a little later on the last lap in his all-out attempt to take the lead; however, it was too late as it turned out. He struck Holden's rear wheel and went sliding off the track. Holden was able to control his Suzuki and continue through to the win.

When the two were again matched up in 750cc Production, everyone expected that they would be the main attraction. The spoilers were North Shore Suzuki teammates, Ken Stobbart and Daryl Cornwell. In the first heat, Cornwell and then Stobbart had squeezed past Dick but couldn't quite catch Holden. The four of them stormed past the checkered flag in tight formation.

The second heat was even tighter. Seven laps into the race, the four dove into turn four wheel to wheel. Only Dick and Holden came out and Dick was in the lead. Stobbart overcooked it and took Cornwall out with him. Holden was unable to pass Dick, but his second place was good enough for first overall.

Holden, on yet another Vancouver Suzuki, dominated first place in Superbike action. Not far behind, the real battle was for second place between Bruce Lind and Tom Walther. Lind's Honda was the quickest in both heats.

Lind was back out in the sidecar class with his partner Jack Hart. They are the AMA number one and their main competition was the B.C. Champions Dave and Ashley Wildman. The dry track was a big plus

for the American team. A batch of bad guys was a big minus for the Canadians. Lind/Hart won handily.

With 39 entries in 600cc Production, the going was wild. Ted Russo on his new RZ500 Yamaha was out in front of all the craziness. It was obvious that this was the class horsepower machine. Dick was chasing him with a 500cc Interceptor but was not having much luck in getting past.

Three-quarters of the way through the last heat, Russo had momentary brain fade. He attempted to use his old RZ350 braking marker and ran out of track before he made the corner. While Russo didn't fall, Dick was able to scoot past and maintain his advantage to the flag.

600 CAFE: 1. J.P. Vachon (Kaw); 2. Steve Crevier (Yam); 3. Nick Defago (Suz).
125 GP: 1. Mark Norris (C-A); 2. Alice Macpherson (Hon).
600 PROD: 1. Steve Dick (Hon); 2. Ted Russo (Yam); 3. Steve Crevier (Yam).
750 PROD: 1. Robert Holden (Suz); 2. Steve Dick (Hon); 3. Michael Wolter (Suz).
250 GP: 1. Alan Inglis (Yam); 2. Rod Kirkham (Yam).
SUPERBIKE: 1. Robert Holden (Suz); 2. Bruce Lind (Hon); 3. Tom Walther (Kaw).
FORM 1: 1. Robert Holden (Suz); 2. Dale Franklin (Yam); 3. Roland Sturt-Smith (Kaw).
SIDECAR: 1. Jack Hart/Bruce Lind (Wasco-Yam); 2. Dave/Ashley Wildman (Beagle); 3. Biggles Smith/Stewart Sendall (Smith Special).

McCoy ekes out Colorado MX win

By Larry Johnson

LAKEWOOD, CO, MAY 27-28

Brant McCoy came back from a first moto fifth-place finish to win the 80cc Expert division today, claiming one of Vickery Yamaha's four, top-class wins. The wins included all the Pro divisions, plus McCoy's 80cc victory.

Early in the day, things didn't look promising for McCoy. In moto one, Terry David led the first half of the race before yielding to eventual winner Barry Carson. Carson is also a Vickery rider, so things still looked good for the Yamaha dealership. Following Carson across the finish line were David, Brian Carson, Derek Brown, and McCoy.

Andy Atkins, and then Brown, led the early laps of moto two with Barry Carson and DeLoach in pusuit. Carson crashed, leaving Brown and DeLoach to race, but out of nowhere flashed McCoy. He quickly passed both and rode away for the win, followed by DeLoach. McCoy's 5-1 tally turned out to be good enough for the first place trophy ahead of DeLoach's 6-2 posting.

Vickery's Tim Buchli holeshot moto one of the 125cc Pros ahead of Stacey Cook, and led for seven laps until Boo Stichter, working up from a seventh place start, went into the lead. For the next eight laps Stichter, Buchli and Cook dueled fender-to-fender. Then Buchli retook the lead, only to crash on the last lap. Stichter and Cook both passed before he could remount to finish third.

Only Buchli and Cook were left to battle in the second go-'round, because Stichter had endoed in his first 250cc Pro moto and injured a shoulder. Buchli gated first again, with Cook right behind. The two diced for six laps until Cook fell, allowing Buchli to run away for an easy win. Buchli's final 3-1 count bettered Cook's 2-2 second overall.

Results

60 NOV: 1. Tommy Moats (Kaw); 2. Jake Davis (Kaw); 3. Scott Applebaum (Hon).
60 AM: 1. Ryan Echer (Kaw).
80 NOV GROUP: 1. Chad Wollaston (Kaw); 2. Jeff Hopkins (Kaw); 3. David Beavers (Hon).
80 NOV GROUP: 1. Doug Frank (Kaw); 2. Ted Hogan (Kaw); 3. Tommy Preston (Kaw).
80 AM: 1. Rusty Dapp (Kaw); 2. Gene Bashline (Kaw); 3. Tony Cristelli (Kaw).
80 EX: 1. Brant McCoy (Yam); 2. Darren DeLoach (Kaw); 3. Brian Carson (Yam).

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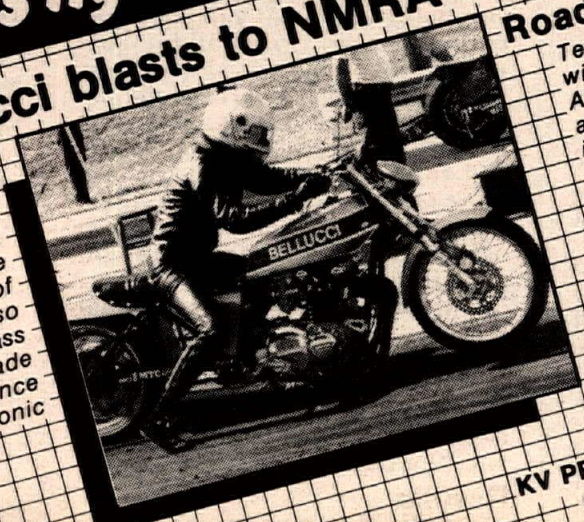
DYNA Wins Again!
Bellucci blasts to NMRA record



Congratulations to Ray Bellucci for winning the NMRA Southern Nationals and setting an NMRA Pro Comp drag record on the way. Ray's record time of 8.21 seconds (which also eclipses his IDBA FX-class record of 8.43) was made using high performance solid-state Dyna electronic ignition components.

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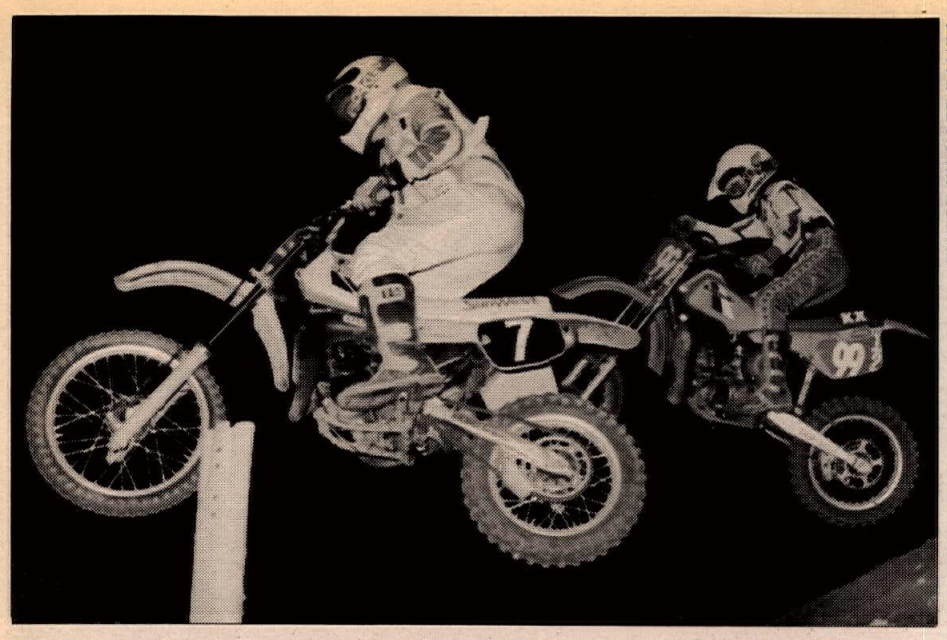

PHOTO BY NATE RAUBA

Winner Deric Garcia trails Jeb Brock in the 60cc Beginner class, for riders under 12 years old, at Corona Raceway.

125 NOV GROUP 1: 1. Barry Boylan (Yam); 2. Tony Simpson (Hon); 3. Don Woods (KTM).
125 NOV GROUP 2: 1. Daniel Reed (Yam); 2. Jerry Mason (Kaw); 3. Gene Lessar (Hon).
125 AM: 1. Kip Johnston (Hon); 2. Carl Fritzsche (Hon); 3. Garry Hagins (Kaw).
125 PRO: 1. Tim Buchli (Yam); 2. Stacey Cook (Kaw); 3. Kevin McKnight (Kaw).
250 NOV GROUP: 1. Ray Edwards (Cag); 2. Cedric Nafziger (Suz); 3. Lionel Steinert (Kaw).
250 NOV GROUP 2: 1. Joe DeLora (Hon); 2. Chris Leggere (Yam); 3. Frank Preuss (Kaw).
250 AM: 1. Mike Birdsley (KTM); 2. Dave Wollaston (Cag); 3. Mike Bodiford (Yam).
250 PRO: 1. Albert Firestine (Yam); 2. Terry Kyle (Yam); 3. Randy Warren (Hon).
OPEN NOV: 1. Tracey Schaus (Hon); 2. Robert Coutts (KTM); 3. Preston Parker (Yam).
OPEN AM: 1. Thomas Mitas (Yam); 2. Don Kesterson (Hon); 3. Ken Motherway (Hon).
OPEN PRO: 1. Terry Kyle (Yam); 2. Dave Newell (Hon); 3. Chris Sundstrom (Hon).
VET NOV: 1. Tom Hollister (Hon); 2. Ron Stadler (Suz); 3. Doug Davis (KTM).
VET ANA: 1. Jack Jobe (Yam); 2. Rick Merrill (Yam); 3. Bob wolf (Yam).
VET EX: 1. Dan Greenwood (Yam); 2. Monty Kyle (Yam); 3. Charles Geist (Yam).
SR NOV: 1. Ken Miller (Kaw); 2. Jim Geidel (Hon); 3. Jim Anderson (Kaw).
SR EX: 1. John Beavers (Hon); 2. Vic Barlish (Mai); 3. Curt Becker (Yam).
WOMEN: 1. Brenda Ryberg (Kaw).

Hull hauls at Hillside

By Dorothy Powers

BOYD, TX, MAY 26

On Memorial weekend's Saturday night, nine-year-old Clayton Hull made a big appearance at Hillside Raceway. Hull, mounted on an '84 Suzuki, won both his heat race and the 85cc Senior main. His performance was flawless, as he easily motored to the victory.

Earlier in the evening, Hull participated in the 85cc money race, which had an age limit. Local hotshoes Scottie Scherb and Kenny Tolbert also participated, taking a break from their Open class machinery. When the checkered flag flew, Scherb was in the lead, taking the $300 first prize. Hull was the runner-up, and his $150 no doubt helped pay expenses. Tolbert claimed the $50 third-place money.

In the short track 250cc Pro class, John Gladwill was pressuring leader Scherb in corners one and two, but couldn't get past. Scherb's Joe Gilbert Honda was quicker, until he made the fatal slip, dropping immediately into third. Gladwill went on to win, followed by Mike George and Scherb.

Results

SHORT TRACK
50: 1. Joe Gilbert; 2. Todd Wade; 3. Jason Adcock.
80 SR: 1. Mike Hale; 2. Chad McCracken; 3. Scottie Williams.
125: 1. Trace Polson; 2. Bryan Fleck; 3. Ed Meyers.
250 JR: 1. Willie McCoy; 2. Alan Powers; 3. Trace Polson.
OPEN JR: 1. Alan Powers; 2. Tony Maple; 3. Robert Ray.
250 SR: 1. John Gladwill; 2. Mike George; 3. Scottie Scherb.
OPEN SR: 1. Rusty Gourley; 2. Shon Stovall; 3. Jack Yost.
20-LAP 85 MONEY RACE: 1. Scottie Scherb; 2. Clayton Hull; 3. Kenny Tolbert.
OVER 30: 1. Doyle Anderson; 2. Wayne Ratliff; 3. Carl Klements.
TT
50: 1. Todd Wade; 2. Jason Adcock, Joe Gilbert.
60: 1. Clint Carlton, 2. Tim Kay; 3. Glen Bolls.
80 JR: 1. Heath Kirkland; 2. Chad McCracken; 3. Todd Grauman.
80 SR: 1. Clayton Hull; 2. Mike Hale;. 3. Tim Kay.
125: 1. John Williams; 2. Ed Meters; 3. Bobby Shaw.
250 JR: 1. Bobby Shaw; 2. Kirk Tyer; 3. Mike George.
OPEN JR: 1. Bobby Shaw; 2. Alan Powers; 3. Kirk Tyer.
OPEN SR: 1. Rusty Gourley; 2. Gary Kidd; 3. Scottie Scherb.

Rogers races to Canyon MX victory

By Sandy Berm

PHOENIX, AZ, MAY 26

Chris Rogers jetted into first place at the opening round of Canyon Raceway's night MX, as he rode his Kawasaki to a "Swan Song" in the 125cc Novice Stock class. Newly promoted Kawasaki rider Mike McMullen held second for several laps but crashed, yielding the position to Matt Herman and Randy Shipley, who maintained their positions for the first moto. The second moto saw Rogers get the holeshot over Honda rider Mike Durham, with Shipley in third. Matt Herman gave into the powers of Chris Jordon, who claimed a second moto fourth. The final gave the overall to the Team Green riders Rogers, Shipley, and Herman.

Four checkered flags brought Malcolm Smith-sponsored Robert Mason (Yam) the big payroll at the end of Canyon's first night race. In the first moto of the 125cc Expert race, Mason led going into the first turn, in a flurry of yellow, green and red fenders. The yellow dominated as Mason rode the first moto in first place all the way. Following Mason was Kawasaki's Scott Keyes and Yamaha rider Dennis Parker. They collided just past the tower and both took soil samples. Parker was first to continue, while Keyes recovered, but fell back to fifth. The close of the first moto brought Mason, Parker and Keyes over the finish with Russ Winkler of Blythe in fourth.

In the second moto, Keyes grabbed the lead and held first place for two laps, as Mason tried to pass the Keyes hold-off. Mason finally drove the Yamaha wedge past Kawasaki-mounted Keyes and held the lead to the checkered flag.

Mason's power played havoc with the 250cc Pros by getting holeshot and holding off efforts of Scott Stallard, Doug Butcher and Eric Kirk, during the 13 laps. Eric Kirk's push easily turned his fourth into second, even though Mason was able to hold first place, while nursing a flat tire.

The second moto found Tom Witt's holeshot not strong enough for Mason's or Kirk's surge. While Witt and Kirk battled for first, Mason slipped past both for a big lead. This left Kirk battle Witt for second. Kirk found the outside line soft and went down, allowing Witt, Kawasaki-rider Bobby Lakey, and Stallard to move up. Kirk charged back for an easy pass over Lakey and Stallard, then on the eighth lap, Kirk went inside and passed Witt, making his revival drive a close second behind Mason.

In the 125cc Amateur Modified class, Shawn Hilton, got the holeshot, with Tony Gaines on a Kawasaki behind, followed by Billy Carlson and John Moran. Curtis Culbert moved into third, crashed, falling back. With Hilton moving out into a big lead, Bryan Bruner came up from seventh to take over second. In a sudden seventh lap surge, Bruner's Kawasaki took over the lead and held it for a first moto win. The second moto saw Shawn Kalos take a wire-to-wire win. John Moran, a Honda rider, found the power to hold his second position start all the way to the end, with Bryan Bruner settling for third, and Tony Gains fourth.

Results

PEE WEE: 1. Tate Spencer; 2. Joshua Easley.
JR CYC NOV: 1. Craig Decker; 2. Andy Crider; 3. Pat McMullen (Kaw).
JR CYC AM: 1. Jimmy Button (Hon); 2. Damon Watkins (Kaw); 3. Brian Cook (Kaw).
MINI BEG: 1. Mark Branson (Kaw); 2. Mike Medin; 3. John Landis.
MINI NOV STK: 1. Jerry Stuart (Kaw); 2. Scott Marek (Hon); 3. Kevin Cook (Kaw).
MINI NOV MOD: 1. Kevin Cook (Kaw); 2. Joe Mozers; 3. Jerry Stuart (Kaw).
MINI AM STK: 1. Jimmy Button (Hon); 2. Mike Bailey (Kaw); 3. Scott Brown.
MINI AM MOD: 1. Jim Lewallen (Kaw); 2. Jim Button (Hon); 3. Scott Ardema (Kaw).
MINI EX: 1. Shawn Kalos (Hon).
105: 1. Brent Wineland (Hon); 2. Tim Reeves (Kaw); 3. Shawn Kalos (Hon).
125 BEG: 1. Greg Johnson (Hon); 2. Bill Cook (Suz); 3. Mark Cavan (Yam).
125 NOV STK: 1. Chris Jordon (Hon); 2. David Santa Cruz (Hon); 3. Randy Kellman (Kaw).
125 NOV MOD: 1. Chris Rogers (Kaw); 2. Randy Shipley (Kaw); 3. Matt Herman (Kaw).
125 AM STK: 1. Bryon Bruner (Kaw); 2. Shawn Kalos (Hon0; 3. Dave Townsend (Yam).
125 AM MOD: 1. Bryan Bruner (Kaw); 2. Shawn Kalos (Hon); 3. Tony Gaines (Kaw).
250 BEG: 1. Matt Wagner (Suz); 2. Jim Hineman (Suz); 3. Luke Green (Mai).
250 NOV STK: 1. Ed Harrington (Suz) 2. Tracy Reeves (Kaw); 3. Don Tistle (Kaw).
250 MOD: 1. Dave Townsend (Yam); 2. Shawn Helton (Kaw); 3. John Humphrey (Suz).
250 AM STK: 1. Danny Jean (Hon); 2. Tory Davis (Kaw); 3. Chris Boschen (Suz).
OPEN NOV: 1. Ron Gamble (Yam); 2. Mark Pflum (Hon); 3. Randy Arrington (Hon).
OPEN AM: 1. Robert Brazil (Hon); 2. Lacey Covert (Hon); 3. Bill Robson (Hon).
OT: 1. Rick Myers (Hon); 2. John Turner (Hus); 3. Robert Dean (Hon).
125 EX: 1. Robert Mason (Yam); 2. Scott Keyes (Kaw); 3. Dennis Parker (Yam).
250 EX: 1. Robert Mason (Yam); 2. Eric Kirk (Hon); 3. Scott Stallard (Hon).

Garcia gets the gold at Corona night MX

By Nate Rauba

CORONA, CA, MAY 25

Kawasaki-mounted Deric Garcia took both motos to win the Mini Beginner 12 and Under class at Corona Raceway tonight, but his wins didn't come easy as he had to work his way past some tough competition in each race.

Pomona Valley Kawasaki rider Wesley Klein put his 60cc machine a few bikelengths ahead of the pack going into the first turn of moto one, while Sunwest Yamaha's Jeb Brock and Garcia came through behind. Klein quickly built a five second lead as Garcia went to work on Brock. It took two laps for Garcia to get by the Yamaha pilot, and even then the position was given up easily when Brock overshot a turn. Garcia wasted no time making up the distance Klein enjoyed, and just a few turns after passing Brock, he was putting the pressure on Klein. For the next two laps, the pair battled for the lead, Garcia occassionally pulling alongside Klein but not able to pull clear. With a little over a lap remaining Garcia outpowered Klein coming onto a straight and took the lead away, opening up about a three-and-a-half second cushion that he held to the checkers. Klein was second and Brock came home third.

In the second moto Brock grabbed the holeshot with Klein following. Garcia was back in fourth behind Rincon Kawasaki's Jeremy Albrecht. Both Albrecht and Klein were done away with early on the opening lap, and before starting the second go-around Garcia was on Brock and going for the lead. Brock wouldn't give it up though, and fought off every attempt the Kawasaki rider made to take his position. It wasn't until near the end of the third lap that Garcia finally broke through Brock's defense, and when he did he proceeded to open up a comfortable lead by the finish. Brock held second to finish as runner-up overall, and Klein came by a ways back in third for the same overall finish.

Results

PEE WEE: 1. Joel Albrecht (Hon); 2. Robert Naber (Kaw).
MINI BEG 12-: 1. Deric Garcia (Kaw); 2. Jeb Brock (Yam); 3. Wesley Klein (Kaw).
MINI BEG 13+: 1. Kevin Yamauchi (Kaw); 2. Darin Green (Yam); 3. Dennis Urban (Yam).
MINI NOV: 1. Brandon Sperling (Yam); 2. Mike Reiley (Kaw); 3. Robert Naber (Kaw).
MINI INT: 1. Kevin Bussey (Yam).
MINI EX: 1. Mike Burdette (Kaw); 2. Gene Baldwin (Hon).
125 BEG I: 1. Matt Alamangos (Yam); 2. Roger Hauptman (Yam); 3. Greg Kopp (Yam).
125 BEG II: 1. Billy Beltz (Suz); 2. Jim Burrow (Suz); 3. John SanPedro (Hon).
125 NOV: 1. B.J. Millspaugh (Yam); 2. Tony Magallanes (Hon); 3. Donny Fish (Suz).
125 INT: 1. Terry Szucsko (Kaw); 2. Murray Shackelford (Hon); 3. Mike McLain (Kaw).
250 BEG: 1. Don Wilborn (Yam); 2. Todd Aiken (Hon); 3. Ron Whitt (Suz).
250 NOV: 1. Robert Sheldon (Hon); 2. John Dumm (Hon); 3. Jim Stentz (Hon).
250 INT: 1. Mike Magallanes (Yam); 2. Todd Cunningham (Suz); 3. Ron Lawson (Yam).
250. PRO: 1. Greg Zitterkopf (Kaw); 2. Terry Fowler (Hon); 3. Chris Fleming (Suz).
OPEN BEG: 1. Robert Temple (Mai); 2. James Wells (Hon); 3. Roy Florian (Suz).
OPEN NOV: 1. Jim Radar (Hon); 2. Don Abdella (Mai); 3. George Manning (Hon).
OPEN INT: 1. Dean Wilkinson (Hon).
OPEN PRO: 1. Willy Musgrave (Hon); 2. Dan Pavalow (Hon).

Fay flies to Bellingham Regional FT win

By Clay Light

BELLINGHAM, WA, MAY 27

National number 13 Mickey Fay rode his Marushin/Ammco Tools/Super Trapp/Hi-Point/Bel-Ray-sponsored Wood-Rotax to the Expert main event win at Hannegan Speedway's ¼ mile flat track AMA Western Regional Championship. The second round of the series had Fay, Junior Chris Carr and Novice Mark Illian all getting their respective class laurels. Carr beat early leader Terry Wahl for the Junior win on his N-D/Blenzall/Shoei/Bel-Ray/Ron Wood-sponsored Wood-Rotax for a domination of the evening and also take a good-sized chunk of the nearly $6,000 purse. Illian's Burien Honda beat the Honda of local speedster Randy Roose in the Novice main.

Rain nixed the program on Saturday, with the Mt. Baker M.C. officials trying in vain to get the program off Saturday night, but the track was way too slick and it was decided by AMA officials to postpone the event until Sunday, giving the track additional time to dry. The Friday night Oregon TT Regional wasn't as fortunate and was cancelled.

Sunday's program started out with Fay qualifying fastest with an 18.61

which was a far cry from his personal track record of 16.89 set in the summer of 1983. Fay paced the way in the Expert ime trials, while Tim Skov did it to the Juniors with a time comparable with the Experts, going for an 18.79.

Fay was on a roll when the Experts lined up for their Trophy Dash. National number holders John Wincewicz (Lou Kinish Triumph) and Frank Word III (Adams Cycle Triumph) chased Fay all the way to the flag, but could do little at stopping the former Team Honda rider. Fay would go on to dominate the entire evening — the Trophy Dash was just a start. After watching Carr clobber the Junior Dash with ease, Novice contestants Illian and Roose paved the way for a few laps of stirring action. Roose took over on the second lap, but just as in the main, the win would go to Illian's 500 Honda.

Hannegan Speedway has been experimenting with a dog-leg section since TT has hit a high level of popularity in the Northwest. The section was rough and dry, thanks to the rain, and it was decided by officials to omit the TT section and run a straight quarter-mile oval. Carr took the track much to his liking and won the fastest Junior heat race in preliminaries. Fay did a similar disappearing act in the Expert showdown while Word took the semi to make up the final line-up for the Expert main.

Most of the Novices had yet to compete on a blue-groove track, and many had their share of problems navigating the track. Those who didn't have problems included Illian and Roose, who were 1-2 going down the straight on the opening lap of Novice competition. Roose took over shortly thereafter, while Billy Taylor (Yam 250), Jack "Bugsy" Booth (C-A) and Casper, Wyoming's Frank Latimer rode in the top five positions. Things were going smooth in the what was supposed to be a 10-lap main until Kawasaki pilot John Lira, — while trying to maneuver around lappers — took a tumble through the retaining wall, and the race was red-flagged. The final finish order was Illian, who worked past Roose, Taylor and Booth in the top four. Latimer and Idaho's Ricky Henson (Yam) finished fifth and sixth to finalize the Novice main.

Idaho's Rodney Reynolds (Honda-support) led the start of the Junior main event on his 600 Honda, and it looked like the Boise-based rider would repeat his Boise TT Regional win. Washington's own bright hope Terry Wahl (C-A) had other ideas, and bumped Reynolds out of the lead on lap two and blistered into the lead. Behind them, a pack battled for third consisting of Frank Crane Jr. (Hon), Carr (W-R) and Californian Danny McDonnell (Hon). Carr moved past Crane into third at the halfway point in the 15-lap main event, and set his sights on the leaders, Wahl and Reynolds. Reynolds proved to be no match for Carr, as Carr went inside in the loose turf to put a sensational pass on Reynolds. Carr's next target wasn't so easy. Wahl put Carr into the runner-up position for another six laps when Carr went by and took the win over Wahl, when the Can-Am rider slipped off the groove. Reynolds finished a fine third ahead of Crane, McDonnell, Brian McGonigal (KTM) and Ryan Fisher (C-A).

Wincewicz launched his 750 off the line after initial troubles getting the 12 finalists staged for the Experts' 20-lap final. Announcer Fred Boettner got the fans, numbering over 1500, standing in a frenzy when the Experts were unleashed with Wincewicz blurring into turn one ahead of National number 74 Mike Sullivan (Hon) and Fay. Duane Gerrard (C-A), a first-

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PHOTO BY PETER GUNDERSON

Billy Whitley was tops in the 125cc Mod and Stock Intermediate classes at Texas' NMA qualifier.

year Expert did a sensational job of holding off early traffic which consisted of Californians Mike Inderbitzin (C-A), Benji Zacharian (C-A) and Bill McDonnell (Rot). Honda's Randy Green put on the most spirited ride of the day when he moved up beside Inderbitzin and put a pass on him to move into sixth after getting off the line about last. Green, from there, worked past both Wincewicz and Sullivan, who had gotten off the groove to suddenly let Fay in the lead. Fay was pulling away with only five laps to go. There was no way Green could catch Fay, so he settled for second ahead of Wincewicz. Sullivan, Gerrard and hard-charging Travis Babcock (Hon) were fourth through sixth.

Results

EX: 1. Mickey Fay (W-R); 2. Randy Green (Hon); 3. John Wincewicz (Tri); 4. Mike Sullivan (Hon); 5. Duane Gerrard (C-A); 6. Travis Babcock (Hon); 7. Mike Inderbitzin (C-A); 8. Benji Zacharian (C-A); 9. Bill McDonnell (RTX); 10. Royal Adderson (Yam); 11. Frank Word III (Tri); 12. Barry Pelkey (C-A).

JR: 1. Chris Carr (W-R); 2. Terry Wahl (C-A); 3. Rodney Reynolds (Hon); 4. Frank Crane Jr. (Hon); 5. Dan McDonnell (Hon); 6. Brian McGonigal (KTM); 7. Ryan Fisher (C-A); 8. Steve Pruczinski (Yam); 9. Otto Jorgenson (Yam); 10. Don Montgomery (Hus).

NOV: 1. Mark Illian (Hon); 2. Randy Roose (Hon); 3. Bill Taylor (Yam); 4. Jack Booth (C-A); 5. Frank Latimer (Hon); 6. Ricky Henson (Yam); 7. Jace Carter (Hon); 8. Clay Clark (Hon); 9. A.J. Eschwig (Hon); 10. Dean James (Yam).

Forsyth flies at SHR MX

By W. H. Spencer

BRENTWOOD, CA, MAY 25

Vern Forsyth won both Open Pro motos at the Friday night CMC motocross at Sand Hill Ranch. Craig Christian did a similar deed on his Richmond Yamaha in the 250cc Pro show.

Terry Bostard won the opening Mini round over Mike Pascarella and Todd Hicks, riding in the Intermediate division. Bostard was the only Expert to line up in the second round, and he won handily the overall on his Contra Costa Honda.

Forsyth got good starts in the Open Pro class over George Hopper, and cruised to both wins. Jerry Brandt took the third overall on the Malcolm Smith/Concord Yamaha.

Jeff Pestana brought up the Salinas troops for the 125cc Intermediate win over Eric Karo and Bob Majors, with Mike Hanson topping Chris Riddle in the 250cc Intermediates.

Craig Christian claimed both ends of the 250cc Pro run over Mark Hearn and John Dauth, who was third on a San Jose KTM. Christian and his Cycle Gear/Richmond Yamaha bike split classes. He is usually leading the 125 and 250cc point standings.

OT Master Mike Collins continues to improve, with guidance for the Sierra OT Nationals from Brad Lackey. He topped Bob Rivenback and Gary Estes, while Carl Tressor parked the flat trackers and speedway bikes to lead Jim Osgood in the OT Sportsman.

Can-Am rider Scott Osgood topped the 250cc Novice class over Chris Setting and Tim O'Hara, all posting matching moto finishes. Stan Lundquist aced both ends of the large 80cc Novice portion over Dale Razzo and Richard Graham.

Results

80 INT/EX: 1. Terry Bostard (Hon); 2. Todd Hicks (Suz); 3. Ron Caton (Suz).

OPEN PRO: 1. Vern Forsyth (Hon); 2. George Hopper (Hon); 3. Jerry Brandt (Yam).

250 JR: 1. Ian Gallagher (Suz); 2. Paul Giovannoni (Suz); 3. Joe Taubis (Yam).

250 INT: 1. Mike Hanson (Hon); 2. Chris Riddle (Yam); 3. Al Posey (Hon).

125 INT: 1. Jeff Pestana (Hon); 2. Eric Karo (Hon); 3. Robert Major (Suz).

250 PRO: 1. Craig Christian (Yam); 2. Mark Hearn (Hon); 3. John Dauth (KTM).

VET: 1. Jerry Caton (Suz); 2. Peter Crittendon (Suz).

OT: 1. Mike Collins (Hon); 2. Carl Tressor (Yam).

125 JR: 1. Tony Lamperti (Hon); 2. Carey Roberts (Hon); 3. Doug Brooks (Yam).

250 NOV: 1. Scott Osgood (Mai); 2. Chris Setting (Suz); 3. Tim O'Hara (KTM).

125 NOV: 1. Pete Baldasse (Yam); 2. Kirk Hoeppner (Kaw); 3. Jose Sanchez (Suz).

80 JR: 1. Ian Roberts (Kaw); 2. Alan Leff (Yam); 3. Jeff Becker (Kaw).

80 NOV: 1. Stan Lundquist (Kaw); 2. Dale Rayzoe (Hon); 3. Rich Graham (Yam).

125 PRO: 1. Mike Minjares (Kaw); 2. Dennis Hannel (Hon); 3. Craig Christian (Yam).

Langford, Whitley nail NMA qualifier in Texas

By Peter Gunderson

TYLER, TX, MAY 27

The fourth round of qualifying for the NMA Nationals happened in the Texas region. Jason Langford and Billy "Bull" Whitley, riding on their home track, dominated their classes. Carroll Richardson's win streak was put to an end by Rusty Pipes and Bryan Abernathy, who split the 125cc Pro classes.

In the 83cc Stock Expert class, minicycle wiz Jason Langford pulled the holeshot and then quickly took a commanding lead. Jason Upshaw and Scott Chesser ran off the track. Dale Storbeck then took over third, mounted on his new Kawasaki. Langford eased in for first ahead of Upshaw, Storbeck and Chesser.

Langford again stole the holeshot and pulled away from the crowd for the win. Chesser and Upshaw went at it again until Chesser pulled away the last few laps for second. Upshaw hung on to third ahead of Storbeck in fourth.

Tommy Collier, aboard his Kawasaki, pulled the holeshot of the first moto of the 125cc Stock Intermediate class. Chad Parker quickly was in second and after Collier. Parker was finally able to get by Collier a little over halfway through. Billy Whitley was seven seconds behind and quickly closing in. On the last lap, Whitley went by for second while Parker motored in for the win ahead of Collier, Eddie Vreeland and Robbie Van Winkle.

Whitley didn't tease in the second moto and took the lead from the start and walked on for the win. Parker was right behind him but was unable to make any time on Whitley. While Whitley and Parker were busy pulling away, Vreeland and Collier were banging bars for fourth behind Bryan Ready. Whitley finished a few seconds ahead of Parker with Ready, Vreeland and Collier bringing up third, fourth and fifth.

Kit Vick did his get-up-and-go routine in the 125cc Pro Mod class, when he won the first moto by eight seconds. Bryan Abernathy was busy coming up from a last-place start to second ahead of Carroll Richardson and Brent Carrozalis. Abernathy then went down in a corner letting Richardson and Carrozales by. Abernathy remounted and set back out after them. He worked his way back by but jumped a berm on the last lap going back to fourth. Carrozales, with two turns to go, stuffed his way by Richardson for second behind Vick. Richardson followed in right behind for third while a rejected Abernathy rode in for fourth.

Abernathy didn't mess around in the second moto when he jumped to the lead and went on from there. Richardson followed closely with Dennis Hawthorne, Vick, and Rusty Pipes in fifth. Pipes was the only rider to do anything when he went by Vick for fourth. Abernathy finished with a five second lead over Richardson, Hawthorne, Pipes, and Vick.

Results

PEE WEE STK THRU 8: 1. Jeff Dement; 2. Kenneth Peel; 3. Wayne Richardson.

PEE WEE MOD THRU 8: 1. Jeff Dement; 2. Tono Ponce; 3. Kennth Peel.

60 SATK THRU 8: 1. Jeff Dement; 2. John Schultz; 3. Scotty Weatherington.

61 MOD THRU 8: 1. Jeff Dement; 2. John Schultz; 3. Scotty Weatherington.

61 STK 9-11: 1. Willy Bowden; 2. Michael Walling; 3. Colin Edwards.

61 MOD 9-11: 1. Michael Walling; 2. Wayne Griggs; 3. Willy Bowden.

83 STK 9-11: 1. Robert LaRose; 2. Glenn Storbeck; 3. Michael Walling.

83 MOD 9-11: 1. Jamie Gaenslen; 2. Pedro Gonzales; 3. Stanly Chomer.

105 9-11: 1. Gleen Stobeck; 2. Robert LaRose.

83 STK NOV 12-16: 1. Jimmy Gaddis; 2. Jeff Long; 3. Jerry Norwood.

83 MOD NOV 12-16: 1. Jeff Long; 2. Jimmy Gaddis; 3. Jerry Norwood.

83 STK INT 12-16: 1. Justin Otto; 2. Jason Schultz; 3. Dave Shade.

83 MOD INT 12-16: 1. John Forames; 2. Justin Otto; 3. James Prasifka.

83 STK EX 12-16: 1. Jason Langford; 2. Jason Upshaw; 3. Scott Chesser.

83 MOD EX 12-16: 1. Jason Langford; 2. Jason Upshaw; 3. Scott Chesser.

105 12-16: 1. Jason Langford; 2. Dale Storbeck; 3. Scott Chesser.

100 STK: 1. Kevin Jordan.

100 MOD: 1. Kevin Jordan.

125 STK NOV: 1. Kevin Long; 2. Robert Reed; 3. Kevin Boultier.

125 MOD NOV: 1. Steve Hill; 2. Kevin Boultier; 3. Robert Reed.

125 STK INT: 1. Billy "Bull" Whitley; 2. Chad Parker; 3. Eddie Vreeland.

125 MOD INT: 1. Billy "Bull" Whitley; 2. Eddie Vreeland; 3. Robbie Van Winkle.

125 STK PRO: 1. Rusty Pipes; 2. Brent Carrazalis; 3. Carroll Richardson.

125 MOD PRO: 1. Bryan Abernathy; 2. Carroll Richardson; 3. Kit Vick.

250 NOV: 1. David Boskin; 2. Tony Lasater; 3. Tim LeCompte.

250 INT: 1. Robert Taylor; 2. Jay Jastrond; 3. Mark Cochran.

250 PRO: 1. Dennis Hawthorne; 2. Bo Stegall; 3. Jerry LeBlanc.

Hill tops Pro short track

By W.H. Spencer

NEWMAN, CA, MAY 26

Memorial Weekend's short track at Hills Ferry Raceway saw a smiling Aaron Hill a double winner in the Pro classes. Hill lined up on the pole of the 500cc Expert main with Donny Howard and Mark Key, both Nationally-ranked riders, alongside, but that didn't affect the soon-to-be Junior Pro as he got a good start and kept Howard at bay.

"I almost blew it," remarked Howard after the race when he tried an inside pass early on. "I got too close and nearly took us both out." Howard recouped and kept up the pressure on his Fran's Upholstery special but when the checkered came out, it was Hill the winner in a tight race.

Todd Beecher got the shot in the first start of the 250cc Expert race but the race was stopped. On the subsequent green, Hill and Jon Nunez used the squeeze play on Beecher. Brian McDowell moved by Beecher, showing good form in his first 250cc Expert ride, then promptly threw it away in the next turn. Hill held the point all the way, with Nunez attached closely, and Beecher recovering for third.

Steve Mayfield put some slick moves together for the 250cc Junior win, but

was chased closely by Bob Damron, now sharing time between speedway and short track.

Results

500 EX: 1. Aaron Hill (Yam); 2. Don Howard (Hon); 3. Mark Key (Yam).
500 JR: 1. Bob Damron (Yam).
500 NOV: 1. Robert Carrosco (Hon); 2. Troy Winkler (Hon).
250 EX: 1. Aaron Hill (Hon); 2. Jon Nunez (Suz); 3. Todd Beecher (Yam).
250 J5: 1. Stephen Mayfield (C-A); 2. Bob Damron (Yam); 3. Bobby McDowell (C-A).
250 NOV: 1. Dion Clardy (Hon); 2. Robert Bacosa (Hon).
125 NOV: 1. Dennis Gonsalves (Suz).
80 NOV: 1. Vinnie Corsetti (Yam); 2. Jason Cahoon (Yam).
PEE WEE: 1. Mike Becerra (Yam).

Fowler tops 125s in San Diego

By Rod Eschenburg

SAN DIEGO, CA, MAY 20

Honda-support rider Terry Fowler fought his way to the overall victory in the featured 125cc Open payback class at Barona Oaks Raceway, besting a 19-rider field. Visiting Kurt Hendrickson (Yamaha-support) took two steady finishes (2-3) to claim the runner-up spot over Poway Suzuki Intermediate rider Cory Falter. Falter, who opened the season with an upset win in the newly-instituted Open class 125cc race, was trapped in traffic in the first 10-lapper, and had to settle for a fifth. He came blazing back in the second go-around to score a wire-to-wire victory over Fowler.

Another Honda-support rider, Craig Canoy, ran a very smooth race for fourth, with a 3-4 effort over John Conney, who ended 4-5 for the day. It might have been a different story had spills not cost Conney several positions in both motos; Conney was leading Fowler in the first moto on the last lap, when a slide out dropped him to fourth.

In the second stanza, Conney was up to second, when a similar situation put him back to fifth at the checkered flag.

In the Minis, again the race to watch was the Open rider class. It was all Kearney Mesa Yamaha hot-shoe Mike Craig, as he went to a double win over Intermediates Don Burke (Kaw); and Darren Sanford (Kaw). Burke was able to give Craig fits in the early going of each moto, but was unable to maintain the pace in the late laps. Sanford's third was a career high for the second year rider in the Open class.

Results

105 MINICYCLE CLASSES
OPEN: 1. Michael Craig (Yam); 2. Don Burke (Kaw); 3. Darren Sanford (Kaw).
STK EX: 1. Michael Craig (Yam).
STK INT: 1. Paul Cortez (Yam); 2. Matt Browne (Kaw); 3. Don Burke (Kaw).
MOD INT: 1. Don Burke (Kaw); 2. Paul Cortez (Yam); 3. Craig Miller (Kaw).
STK NOV (12-16): 1. Mike Berkley (Kaw); 2. Rick Flores (Kaw); 3. Al McFall (Kaw).
MOD NOV (12-16): 1. Al McFall (Kaw); 2. Lance Murray (Hon); 3. Mike Berkley (Kaw).
STK NOV (9-11): 1. Ryan Hughes (Yam); 2. Kevin Geyer (Kaw); 3. Dennis Dahlin (Kaw).
MOD NOV (9-11): 1. Ryan Hughes (Yam); 2. Kevin Geyer (Kaw); 3. Dennis Dahlin (Kaw).
BEG (12-16): 1. Steve Birkenbach (Hon); 2. Eric Hawkins (Kaw); 3. Todd Clegg (Kaw).
BEG (9-11): 1. Steve Vargas (Yam); 2. Travis Cory (Hon); 3. Mark Owen (Yam).

125 MOTORCYCLE CLASSES
OPEN PB: 1. Terry Fowler (Hon); 2. Kurt Hendrickson (Yam); 3. Cory Falter (Suz).
STK EX: 1. Curt Scanlon (Kaw); 2. Mark Scott (Hon); 3. Craig Canoy (Hon).
MOD EX: 1. Ronnie Yonekura (Suz); 2. Kurt Hendrickson (Yam); 3. Craig Canoy (Hon).
MON INT: 1. Cory Falter (Suz); 2. Anthony DeBenedetti (Yam); 3. Charlie Sampson (Kaw).
STK NOV: 1. Richard Aldrich (Hon); 2. Matt Schumsky (Kaw); 3. John Batzloff (Kaw).
MOD NOV: 1. Matt Schumdky (Kaw); 2. Jeremy Hughes (Suz); 3. Rodney Howe (Hon).
MOD EX: 1. Ronnie Yonekura (Suz); 2. Kurt Hendrickson (Yam); 3. Craig Canoy (Hon).
BEG: 1. John Corlett (Hon); 2. Wes Morgan (Yam); 3. Brian Belew (Yam).

JR CYC CLASSES
STK (9-11): 1. Dennis Dahlin (Kaw); 2. Sam Newill (Hon); 3. Tim Parker (Kaw).
MOD (9-11): 1. Dennis Dahlin (Kaw); 2. Sam Newill (Hon).
STK (0-8): 1. Eric Hawes (Kaw); 2. Justin Urata (Kaw); 3. David Ochoa (Kaw).

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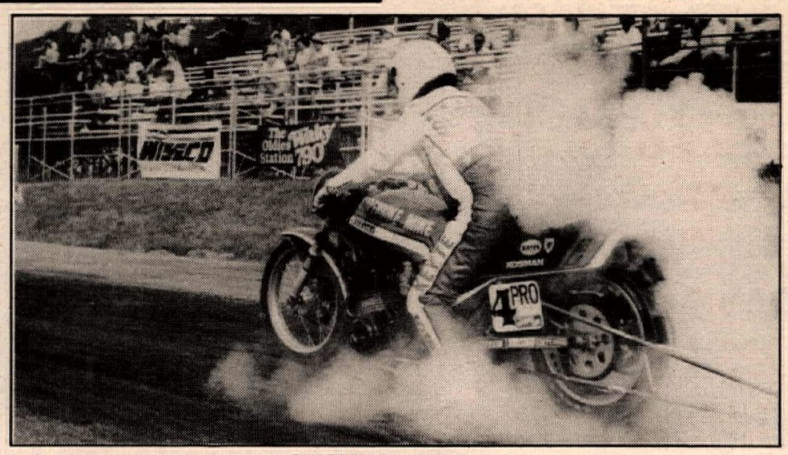

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PHOTO BY TOM GRIFFITH

Mike Perry leads winner Mouse McCoy in the 125cc Intermediate class at the Las Vegas NMA qualifier round.

MOD (0-8): 1. Justin Urata (Kaw); 2. Judd Scanlon (Hon); 3. Shawn Johnson (Kaw).
STK PEE WEE: 1. David Ochoa (Yam); 2. Sammy Vella (Yam); 3. Carl Brown (Yam).
MOD PEE WEE: 1. Eric Hawes (Yam); 2. Sammy Vella (Yam); 3. David Ochoa (Yam).

Celebron celebrates over Perez's blunder at Spillway

By Jim Pluhar

SANTA MARIA, CA, MAY 20

The most amusing incident at Spillway Park's weekly motocross in the Santa Maria river bed wasn't so amusing to the rider involved. Rick Perez won his first event in the 250cc Junior class going away and came from behind to take the lead in his second event when the most unusual thing happened. Perez came over the table top jump just ahead of the checkered flag, waved to the crowd, stopped to talk to a friend who had gone out earlier with mechanical problems and never realized that he had not yet taken the checkered flag until two other riders in his class had passed him. Perez had to settle for third for the day, while Mark Celebron and Stuart Carroll were finishing first and second. Celebron wound up with the overall.

Kenny Millsap, Richard Smith and Bruce Webber were one-two-three in the 250cc Novice class, but Don Stinchfield of Santa Barbara was out for the day when a fall on the first lap of the first event caused the rider a painful knee injury.

Brad Beaman took his Honda to the lead on the last lap of his first event in the 125cc Novice division to beat Nipomo's Nathan Kennicutt to the checkered flag. He then came back to beat Paul Kashani in the second event to take first for the day. Kashani placed second and Kennicutt was third.

Both Tony Mayes and Brad Toms dropped out of the 125cc Intermediate division on lap seven of the first event and were unable to return for event number two after mechanical problems. Tom Holt and Mike Mariani took their Kawasakis to first and second place in the class.

Results

60 MINI: 1. Torey Aylesworth (Kaw).
80 NOV: 1. Mike Farzaneh (Hon); 2. Gary Farzaneh (Yam); 3. Brian Gioia (Hon); 4. Reza Rassai (Yam); 5. Curt Crosby (Yam).
80 JR: 1. Randy Moody (Yam); 2. Torey Rolland (Kaw); 3. Shawn Aylesworth (Kaw); 4. Mike Crosby (Yam); 5. Russell Pryor (Suz).
125 NOV: 1. Brad Beaman (Hon); 2. Paul Kashani (Yam); 3. Nathan Kennicutt (Suz).
125 JR: 1. Paul Blomquest (Suz); 2. Bob Barron (Yam).
125 INT: 1. Tom Holt (Kaw); 2. Mike Mariani (Kaw); 3. Tony Mayes (Suz); 4. Brad Toms (Kaw).
125 PRO: 1. Gary Riekki (Kaw).
250 NOV: 1. Kenny Milsap (Yam); 2. Richard Smith (Suz); 3. Bruce Webber (Hon); 4. Don Stinchfield (Kaw).
250 JR: 1. Mark Celebron (Kaw); 2. Stuart Carroll (Hon); 3. Rick Perez (Hon); 4. Jim Vaughan (Yam).
250 INT: 1. Mike Knapp (KTM); 2. Brad Toms (Kaw); 3. Curt James (Kaw).

Moore moves toward Ponca City

By Tom Griffith

LAS VEGAS, NV, MAY 19-20

With nearly half of the overall wins going to local hotshoes at the National Motosports Association's qualifier in Las Vegas, Valencia, California rider Bobby Moore stole the show with a nearly perfect two-day riding display. Competing in his last series chasing the crown as Mini King before moving to the bigger bikes, Moore pulled an incredible six-for-six holeshots in the Mini Expert Stock, Modified and 105cc classes. With the locals being certain you had to fall at least once each moto, Moore was able to let the ever-changing track conditions only get him once, and then he managed to work back to second by race end.

As the gate fell on the Mini Expert Stock class on Sunday, Moore extended his streak of holeshots and began to move out on the field. Looking as impressive as any of the locals who know the "ins and outs" of this track, Moore did get a bit too aggressive over the double jumps in the backstraight. With only a few of the Pro riders able to clear the doubles in a consistant fashion, Bobby went for the 40 to 50 foot leap, only to end up off the track. This time Scott Brown and Eddie Hicks were only seconds behind and passed into first and second. The field quickly caught up and Mike Healy led the pack on past leaving Moore in about eighth place. With the quickest machine over the fist 100 yards, Healy started to move on the leaders and began challenging for first.

With two laps remaining, all eyes were focused Brown as he kept the Honda glued to he track as first Healy, then Hicks, took tumbles right out of concentration. Just before the white flag, Brown came into view without either Hicks or Healy, but with a charging Kawasaki of Moore in hot pursuit. The moto provided some excellent dicing and allowed Moore's domination to be at least tarnished by the moto win by Brown's Honda. The overall finishing order still gave Moore a triple with wins in all three Mini classes as Stock, Modified, & 105cc Expert champion today. Brown picked his way to overall seconds in the Expert 105cc & Stock classes and a good third in the Modifieds. Palmdale's Eddie Hicks took too many spills, but did get some brass with a third in the 105cc go. R & D rider Mike Healy salvaged a second-place trophy in the Modified Expert class, completing the trophy positions.

Results

PEE WEE STK: 1. B. Thacker (Yam); 2. B. Burnson (Yam).
JR CYC 6-8: 1. Johnson (Hon); 2. Griar (Kaw); 3. Hart (Kaw).
JR CYC 9-11: 1. Trickle (Kaw); 2. Saxton (Kaw); 3. Antunez (Kaw).
MINI STK 9-11: 1. Trickle (Kaw); 2. Antunez (Kaw); 3. Taylor (Kaw).
MINI MOD 9-11: 1. Trickle (Kaw); 2. Clowers (Hon); 3. Taylor (Kaw).
MINI NOV 12+: 1. Young (Kaw); 2. Suter (Yam); 3. Hilton (Yam).
MINI STK INT 12+: 1. Hayes (Suz); 2. Kotajarvi (Kaw); 3. Vlach (Kaw).
MINI STK EX: 1. Moore (Kaw); 2. Brown (Hon); 3. Healy (Suz).
MINI MOD EX: 1. Moore (Kaw); 2. Healy (Suz); 3. Brown (Hon).
105 OPEN: 1. Moore (Kaw); 2. Brown (Hon); 3. Hicks (Yam).
125 STK NOV: 1. Peters (Hon); 2. Sassen (Cag); 3. Ryder (Suz).
125 MOD NOV: 1. Barnett (Kaw); 2. Maserang (Kaw); 3. Peters (Hon).
125 STK INT: 1. McCoy (Kaw); 2. Surratt (Hon); 3. Brundage (Kaw).
125 MOD INT: 1. McCoy (Kaw); 2. Schneider (Cag); 3. Surratt (Hon).
125 STK PRO: 1. Fisher (Hon); 2. Maneh (Kaw); 3. Brooks (Hon).
125 MOD PRO: 1. Brooks (Hon); 2. Maneh (Kaw).
250 INT: 1. Surratt (Hon); 2. Hudgins (Hon); 3. Economu (Yam).
250 PRO: 1. Brooks (Hon); 2. Robertson (Yam); 3. Slavens (Kaw).

Kemp captures CRC's Puckerbush enduro

By Mike Klinger

LUCERNE VALLEY, CA, MAY 20

This year's California Racing Club's Puckerbush Enduro will be a race to remember. The three loop event took place at old faithful, Anderson Dry Lake, which seemed to be a good location for this time of year. Well, for some odd reason this particular weekend in May was drenched with unseasonably scorching heat! The rider attendance was down, riders were dropping out of the competition because of exhaustion and the wind and dust was unbearable. But, to the 400 riders that did compete, the final results put Randy Kemp on top as the overall winner beating four-stroke ace Jim Bollingmo Jr. by only three seconds. Robb Mesecher took third-place honors and teamed up with his dad, Robert Mesecher in the Parent/Child Division; they took the overall win for the teams. Open C rider Nelson Oroszi turned in the best score for the two loop riders with Keith Stuart trailing in second place by a slim 10 seconds. Four Mini A riders zeroed loop one with Scott Bristol placing first with a score of four seconds. Scott Jacobsen, John Lucas, and Ron Platt all zeroed the 32 mile loop.

PHOTO BY MIKE KLINGER

Randy Pretzer was the 250cc A winner at the Puckerbush enduro, sixth overall.

At the beginning of loop one the temperature had risen to near 90 degrees and well into the 100's by loop two. The terrain used on the first loops over the past couple of months is becoming a little easier. The only real obstacle on loop one were the moon rocks, which keeps a rider driving to stay on time. Dan Hapner, 100cc Beginner, finished fifth overall on loop one and topped a 26 rider field for Beginners. Birget Hudson had the best score for the women and won the 200-C women's class.

Loop two was one long sandwash, which is where a majority of the riders lost some time. The promoters threw in many well-deserved reset and water stops which were a delightful sight. Gus Paull turned in a fine ride placing fourth overall for two loops and first in the Open A over 50 class. Wade Wilson picked up his third trophy in the 250cc C class and will contest the B ranks on his next outing. Losing 5.274 points, Dana Bell again was the best women finishers for two loops and topped the A-women's division.

A virgin mountain trail and downhill was the excitement for loop three. Then, to make things even more interesting, the check was at the bottom of the downhill in plain sight. Following Kemp, Bollingmo Jr., and Mesecher was Tom Karos (Open A), Kurt Butler (250 AA), Randy Pretzer (250 A), Gregg Lusher (Open AA), Todd Johnson (200 AA), Ken Markling (Open AA-Vet) and Bob Farr (250 A-Four-stroke) made up the top 10 best finishers. Bob Farr (250 A-Four-stroke) made up the top 10 best finishers. Bob Ledendecker had the best finish out of any B rider losing 3.177.

Gresham grabs money at Cycleland FT

By David James

CHICO, CA, MAY 19

Mike Gresham of Oroville built a clear lead in the 10-lap money event, after Chico's Kenny Gray crashed and took the win. The battle between both riders almost convinced the fans that the winner would be decided on the last lap. Gray got the holeshot and he was the first rider to turn one. Gresham had an outstanding start to move up behind Gray's rear tire. For the first two laps, both riders started putting

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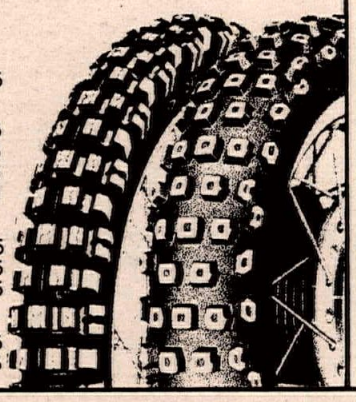

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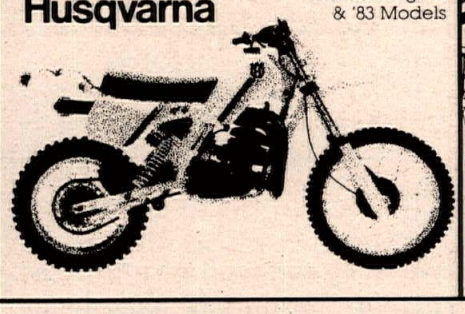

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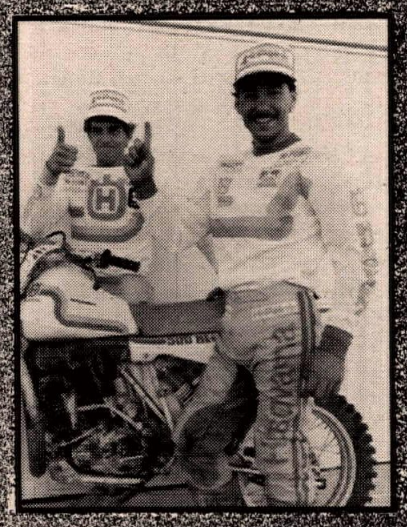

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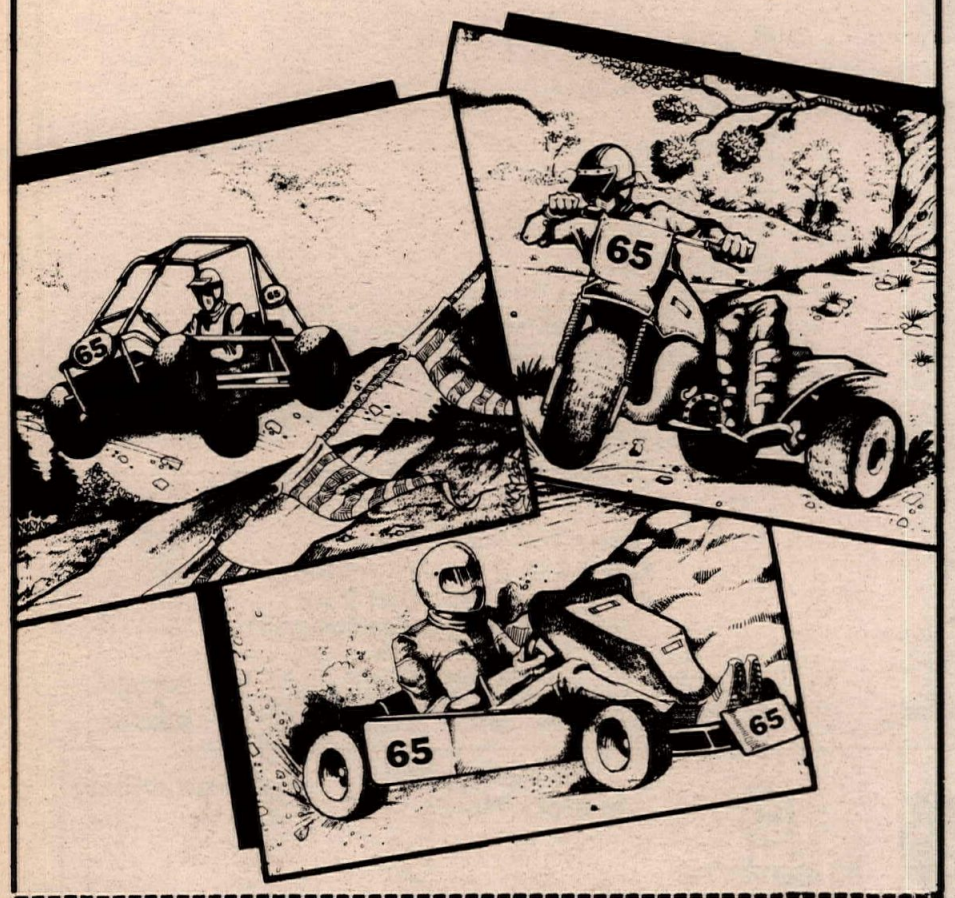

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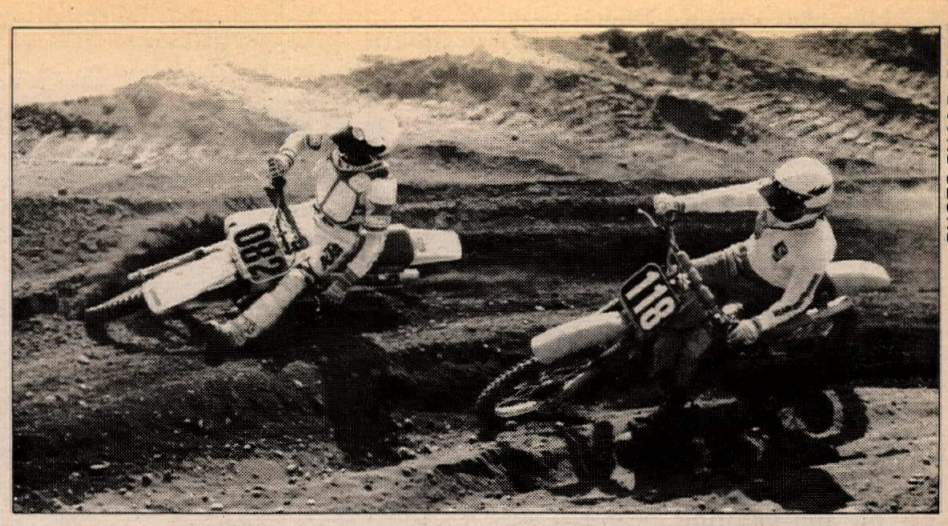


PHOTO BY M.R. EDGE

Donny Russell (082) finds the fast line around Jim Rhode in the 125cc Novice class at Anchorage, Alaska.

distance on the rest of the field. Honda-mounted Gresham continued to pressure Gray who seemed in command.

At the halfway point, Gray led Gresham into turn one. When the two leaders entered turn three, Gray hit a slick spot on the grooved race track, causing him to crash. Now it was Gresham in the lead, with nothing but real estate between him and the rest of the pack. The battle for second was between Tom Polito and John Taylor, of Arbuckle. Yamaha-mounted Polito and Honda rider Taylor exchanged positions several times throughout the race. On the last lap, Polito took the checkered for second, behind Gresham.

The 250cc Novice main event win was taken away by Kawasaki-mounted Matt Amaro of Willows. Amaro who last year rode a Bultaco, showed up with a new 250 water-cooler. It was his first race of the season, and he managed to get the jump off the line. After the second lap, it was single file with Amaro on top and Dean Clark of Chico close behind. Amaro continued to lead the entire eight laps for the win. However, the surprise of the night was ex-Minicycle rider David Gresham. It was Gresham's first ride on a 250, and he proved to the fans that he can ride fast. Gresham got a bad start but he moved up quick, and on the fifth lap, went under Yamaha-mounted Clark to finish second.

Results

250 MONEY MAIN EVENT: 1. Mike Gresham; 2. Tom Polito; 3. John Taylor.
80 NOV: 1. Lowell Moural Jr.
250 NOV MAIN EVENT: 1. Matt Amaro; 2. David Gresham; 3. Dean Clark.
500 NOV MAIN EVENT: 1. Darren Watkins; 2. Sherman Gresham.
250 EX MAIN EVENT: 1. Ken Gray; 2. Mike Gresham; 3. Bill Rogers; 4. David Kerr.
250 JR: 1. Ted Taylor.
500 EX MAIN: 1. John Taylor.
500 JR: 1. Jim Delleno.

Jones tops CZ state C'ship

By Terry Whytal

ORANGE, CA, MAY 19

Former three-time National Motocross Champion Gary Jones added to his impressive list of titles at the CZ State Championship held at Saddleback Park.

Jones had tough competition from another three-time National Champ, Tony DiStefano, who had to settle for third overall as minor mechanical problems kept Tony D' a notch off the front-running pace. Roger McCabe powered to the runner-up position on board his Czechoslovakian wonder.

In amateur action, Robert Berdyck claimed Open Novice top honors as he swept the field. Jaques Buteau placed his CZ second overall for the day as Lewis Wright rounded out the top three.

A special mention goes to *Cycle News* ad flake Terry Pratt, who powered his self-restored, 20-year-old BSA to a rip-snortin' third overall in the Open Novice Vintage bike class behind winner Robert Berdyck (CZ) and Keln Pelsche (Yam).

Results

250 PRO: 1. Dean Welsh (Hon); 2. Scott Conaway (Yam); 3. Pete Murray (Yam).
OPEN PRO: 1. Tony DiStefano (Hus); 2. Willy Musgrave (Hon); 3. Shawn Davis (KTM).
125 PRO: 1. Paul Denis (Kaw); 2. Ray Sammo (Kaw); 3. Tommy Combs (Yam).
OUTLAW: 1. Juan Posca (Yam); 2. Ernie Becker (Hon).
125 INT: 1. Lance Rieman (Yam); 2. Mikre Young Jr. (Yam).
OPEN INT: 1. Chris Boice (Hon); 2. Jerry Booth (Hon).
250 INT: 1. Paul Krause (Suz); 2. David Graff (Hon); 3. James Weltmann (Hon).
250 NOV: 1. Steven Stumetz (Suz); 2. John Perry (Hus); 3. Philip Fonteno (Yam).
125 NOV: 1. Brett Manley (Hon); 2. Craig Davis (Suz); 3. Loren Pochirowski (Hon).
OPEN NOV: 1. Jim Lowe (Mai); 2. John Lembeck (Hon); 3. Scott Adam (Yam).
250 BEG: 1. Rob Carpenter (Yam); 2. Wayne Schriver (Hon); 3. Charles Gilmore (Yam).
125 BEG: 1. Matt Almangos (Yam); 2. Keith Shigeta (Yam); 3. Israel Lopez (Yam).
VET EX: 1. Jon Miller (Mai); 2. Gary Jones (Yam); 3. Jim Beltinck (Yam).
VET INT: 1. Toni Kirkpatrick (Hon); 2. Alan Kent (Kaw); 3. Steve Ballmer (Kaw).
VET NOV: 1. Chuck Gillmore (Yam); 2. Dick Frampton (KTM); 3. Gene Powell (Yam).
MINI BEG: 1. Clint Matthews (Kaw); 2. Mark Higham (Kaw); 3. Charles Vice (Suz).
MINI NOV: 1. Kevin Bussey (Yam); 2. Brandon Sperling (Yam); 3. Ronnie Martin (Yam).
MINI INT: 1. Steve Wamboldt (Kaw); 2. Don Levy (Kaw).
CZ 250 PRO: 1. Lance Moorewood (CZ); 2. Phillip Hall (CZ); 3. Robert Dykmans (CZ).
CZ OPEN PRO: 1. Gary Jones (CZ); 2. Roger McCabe (CZ); 3. Tony DiStefano (CZ).
CZ OPEN NOV: 1. Robert Berdyck (CZ); 2. Jaques Buteau (CZ); 3. Lewis Wright (CZ).
CZ 250 NOV: 1. Nick Larson (CZ); 2. David Tanis (CZ); 3. Jerry Stevens (CZ).
CZ OPEN INT: 1. Mark Lawrence (CZ); 2. Scott Hendricksen (CZ); 3. Ronald Hansen (CZ).
VINTAGE 250 PRO: 1. Greg Berg (Suz); 2. Jim Spright (KTM).
VINTAGE OPEN INT: 1. Don Sievertson (Mai); 2. John Bumgartner (BSA).
VINTAGE OPEN NOV: 1. Robert Berdyck (CZ); 2. Keln Pelsche (Yam); 3. Terry Pratt (BSA).
VINTAGE 250 NOV: 1. Gregory Brown; 2. Dick Frampton (Bul); 3. Rene Zambrano (KTM).

Sweet sweeps 'Texas 100'

By Bob Bagwell

DALLAS, TX, MAY 13

Sammy Sweet led the way to the finish line in Bob Bagwell's 'Texas 100', a 100-lap half mile event that pulled entries from some of Texas' strongest flat-trackers. The Harley Owners Group (H.O.G.) and Bagwell, along with many southwest Harley dealers, held a rally in conjuntion with the '100' at the Devils Bowl Speedway in Dallas.

Although it was Mother's Day, a large turnout was on hand to participate in the activities. Regular AMA Pro-Am races were also conducted the same day, and Sweet used his main to key-up for the big race. He jumped into the lead of his main event which he held to the last lap, until just a few yards from the finish, when Rusty Gourley blew past him to claim the win.

In the 250cc Pro race, Dodd Dyson and Johnny Johnson fought it out, with Dyson taking the win. Willie McCoy was the fastest Amateur at the track, winning both the 250cc and Open classes.

All the riders were pumped, ready for the start of the 'Texas 100'. One pit stop would be required, other than that, it was flying sideways for the 42-mile race. (The Devils Bowl track is slightly less than a half-mile). When starter Phil Dyson dropped the flag, Kenny Tobert took the lead, with Shon Stovall in second. A host of others followed, with Sweet in sixth.

Things settled down to some fast trackin', until Tolbert stopped for his pit and gasoline, near lap 40. Sweet was next in line to inherit the lead, which changed nearly every lap. When things settled back in, riders charged hard for new positions. By lap 90, gas was low and tires were worn, but the riders were still charging.

The first casualty was David Brown, who came in with the seat off his Honda. Then Tolbert burnt an ignition. Stoval was next with part of his exhaust missing, and Jeff Harder lost his brakes. Dyson came into the pits three times, but charged hard to make up the lost time. Greg Duvall and John Gladwill battled throughout the entire race, with Duvall finally settling for fifth behind Gladwill. Sweet was the ultimate victor, just ahead of Stovall.

Results

'100' FINAL: 1. Sammy Sweet; 2. Shon Stovall; 3. Dodd Dyson; 4. John Gladwill; 5. Greg Duvall; 6. Kenny Tolbert; 7. Jeff Harder.

Martin takes two at Hilltoppers GP

By Jeannette Fisher

ROSARITO BEACH, MEXICO
MAY 13

Wayne Martin of East West M.C., rode his Husky to two wins in the Hilltoppers M.C. 115-mile Grand Prix in Rosarito Beach, Mexico. Martin took home the overall win in the Rosarito GP and the Grand Sport Tire Pro race. With the Open Experts on the front row, Martin took an early lead, with the rest of the pack following. Martin went on to build up such a lead that second place never had a chance of catching him.

Sixteen-year-old Shannon Shamblin followed Martin in to take second. What was so remarkable was that Shamblin did it with a 125. Third overall, a far distance behind Shamblin, went to Greg Fountain of Orange County Cycle on a 250.

With the top 125, 250, and Open bikes in the top three finishers the overall 80cc winner was quite a bit further down the pack. The overall trophy went to John Zack Jr. Lance Leberknight, Brandon Remeriz, and Brad Chuck also went the entire way on 80s.

The women's class showed four entrants, three of them finished and it was East West's Toni Marcdante who led the way on a 125 Yamaha.

The Grand Sport Tire-sponsored Pro race followed the three-hour grand prix. Eight Pros lined up for the start and the course was shortened to approximately 18 miles and was run a total of four laps. The end of lap one showed Martin again in the lead. Leonard Johnson and Larry Fife led the pursuit. As the leaders rounded lap two Martin led the way with Fife hot on his trail; the rest of the pack spread out. On lap three Martin continued to hold off Fife while Gordan Ward Jr. moved way up from behind for third. Mike Sixbery followed in fourth. Johnson had two flats but went out to finish the last lap. As the roar of bikes was heard in the distance the checkered flag was readied for the overall winner. At the finish Martin led the way and took home top money. Fife followed in second with Sixbery third.

Results

OVERALL: 1. Wayne Martin (Hus); 2. Shannon Roy Shamblin (Hon); 3. Greg Fountain (Yam); 4. Paul Huffman (Hon); 5. Robert Casas (Hon); 6. Craig Adams (Hon); 7. Dick Houghton (Hon); 8. Larry Thompson (Yam); 9. Jerry Lowell (Yam); 10. Bob Johnson (Suz); 11. Bill Berroth (KTM); 12. Jim La Tendresse (Hon); 13. Chuck Montilepre (Hon); 14. Bob Ashleigh (Hus); 15. Joey Tuttobene (Yam); 16. Kape Vegacarballo (Hon); 17. Mark Vanscourt (Hon); 18. Steve Ballmer (Kaw); 19. Jeff North (Yam); 20. David Jacobus (Hon).

Alaska MX star extends streak

By M.R. Edge

ANCHORAGE, AK, MAY 13

The saga continued this Sunday at Kincaid Park as Jeff Roskelley continued to win by sweeping the Pro and 500cc Expert classes. Roskelley's streak is now at 14 motos. The record of 21 straight motos is held by three-time Alaska State Champion Chris Patterson.

The Pros hit the first turn of moto one with Kawasaki Cycle Cache's Roskelley out front. Teammate Kelly Butler put in a good effort but was hard pressed to even keep Roskelley in sight. The second moto start was a replay of the first, with Roskelley in first, trailed by Butler. However, Butler took advantage of a Roskelley bobble to take over the lead. Butler even started to stretch out his lead, but a crash gave first, and the win, back to Roskelley. Butler was able to regain and hold on to second.

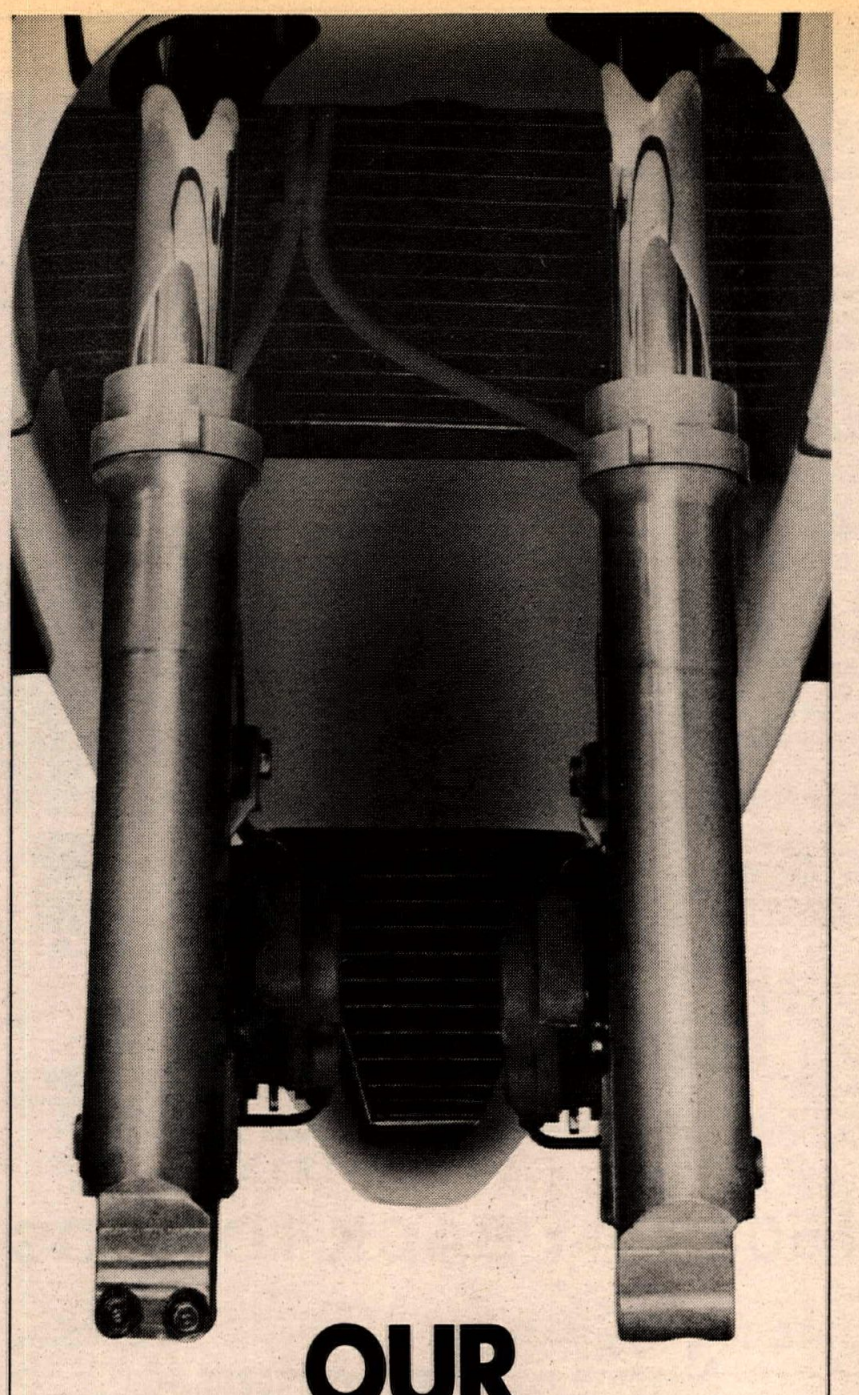
Butler's little brother, Robb, is quickly earning his own reputation as a fast rider. Butler easily won the 80cc Expert class and came in second in the 105cc class. Father Rich made it a family affair and pulled in a seventh place finish in the 200cc three-wheeler class.

As always, the largest racer turnout of the day was in the action-packed 125cc Novice class. Next to the Pro and Expert classes, these Novices attract the most attention, with crashes and pile-ups at every corner. One racer has been avoiding the 125cc Novice syndrome to win every race he's entered this year. Kirk Schaub (Kaw), in his first year on 125s, has been showing great potential and will soon be moving up to the Expert class.

Kelly Butler easily won the 125cc Expert class, leaving the battle behind him over second place. In moto one, the battle was between Kevin Schaub (Hon) and Anchorage Cycle Sales-sponsored Ralph Blanchard, with Schaub coming out in second. The next moto saw Schaub crash, leaving Blanchard with second. Schaub limped in for seventh. Schaub did better in the 250cc Expert class, coming away with wins in both motos. The 500cc Experts watched Roskelley jet into unchallenged leads in both motos to win the overall. ●

Results

MINI NOV: 1. Andy Amarok (Kaw); 2. Chris Steward (Yam); 3. Scott Stafford (Kaw).
MINI EX: 1. Robb Butler (Kaw); 2. Kelly Styles (Kaw); 3. David Cook (Kaw).
105: 1. Kelly Styles (Kaw); 2. Robb Butler (Kaw); 3. John Allen (Yam).
125 NOV: 1. Kirk Schaub (Kaw); 2. Canyon Hansen (Yam); 3. Jim Rhode (Suz).
125 EX: 1. Kelly Butler (Kaw); 2. Ralph Butler (Yam); 3. Joe Good (Hon).
250 NOV: 1. Chad Ebert (Yam); 2. Edwin Sims (KTM); 3. Bill Spencer (Kaw).
250 EX: 1. Kevin Schaub (Hon); 2. John Foote (Yam); 3. Jim McClain (Kaw).
500 NOV: 1. Norman Grande (Mai).
500 EX: 1. Jeff Roskelley (Kaw); 2. Bruce Stingley (Hon); 3. Jim Kuhn (Hon).
PRO: 1. Jef Roskelley (Kaw); 2. Kelly Butler (Kaw); 3. Ralph Blanchard (Yam).
VET: 1. Jim Kuhn (Hon); 2. Ron Soule (KTM); 3. Jamie Linxwiller (Yam).



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Jun 17 — FATHER'S DAY G.P.
Riverside

Jul 29 — CARLSBAD G.P.

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CALENDAR

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CHAMPIONSHIP EVENTS

1984 Grand National Camel Pro Series

6/16-17	RR/Loudon, NH
6/22	TT/Hinsdale, IL
6/23-24	RR/Pocono, PA
6/30	HM/Lima, OH
7/7	ST/St. Louis, MO
7/14	HM/Hagerstown, MD
7/21-22	RR/Monterey, CA
7/28	M/Du Quion, IL
8/5	M/Chicago, IL
8/12	TT/Peoria, IL
8/18-19	RR/Sonoma, CA
8/25-26	M/Indianapolis, IN
9/1-2	RR/Brainerd, MN
9/9	M/Syracuse, NY
9/16	M/San Jose, CA
9/21	HM/Gardena, CA
9/22	5/8M/Los Alamitos, CA
9/29-30	RR/Lexington, OH
10/6	M/Sacramento, CA
10/14	M/Springfield, IL

Insport/Wrangler Supercross Series

7/14	Buffalo, NY
7/28	Foxboro, MA
TBA	San Francisco Bay Area
TBA	Los Angeles Area
TBA	San Diego Area

AMA/Bel-Ray Motocross Series

6/24	Carlsbad, CA
7/1	Buchanen, MI
7/8	New Berlin, NY
7/22	Binghamton, NY
8/12	Millville, MN
8/19	Denver, CO
8/26	Washougal, WA

AMA Superbike Championship Series

6/16	Loudon, NH
6/23	Pocono, PA
7/21	Monterey, CA
8/12	Portland, OR
8/18	Sonoma, CA
9/1	Brainerd, MN
9/16	Woodbine, NJ
9/29	Lexington, OH
10/14	Kent, WA
10/21	Rosamond, CA
11/4	Daytona Beach, FL

WERA National Endurance Road Race Series

7/7	Faulkville, GA
7/14	Loudon, NH
7/28-29	Warren, OH
9/1	Woodbine, NJ
9/22	Summit Point, WV
10/6	College Station, TX
10/13	Elkhart Lake, WI
11/10	Braselton, GA

World Championship Endurance Road Race Series

6/24	Austria
7/29	Japan
8/18-19	Belgium
9/2	Germany
9/16	Italy
9/22-23	France

World Championship Road Race Series

6/17	Yugoslavia
7/1	Holland
7/8	Belgium
8/5	England
8/11-12	Sweden
9/2	San Marino

World Championship MX Series

125cc

6/17	San Marino
7/8	France
7/15	Spain
7/29	Sweden
8/5	Finland
8/12	Luxemburg

250cc

6/24	Germany
7/8	NEW BERLIN, NY
7/15	Netherlands
7/22	Belgium
8/5	Switzerland
8/19	Finland

500cc

6/17	Netherlands
6/24	CARLSBAD, CA
7/1	Canada
7/21	England
8/5	Belgium
8/26	Italy

Sidecar

6/24	Belgium
8/12	Germany
8/19	Germany
8/26	Denmark
9/9	Spain
9/16	Italy

World Championship Trials Series

6/17	Canada
7/1	Austria
7/8	Switzerland
9/2	Finland
9/9	Sweden

AMA National Enduro Championship Series

6/17	Crescent City, CA
7/8	Athens, OH
8/5	Wellsboro, PA
8/19	Moorestown, MI
9/2	Winterest, IA
9/9	Lynnville, IN
10/28	Bear, DE

AMA/Hi-Point Grand National Hare Scrambles Championship Series

6/24	St. Johns, PA
7/15	Windsor, MA
9/16	Millville, MN
10/14	Midland, MI

AMA Western Region Dirt Track Championship Series

Scrambles

7/4-5	Boyd, TX
8/7-8	Gardena, CA

Short Track

6/30-7/1	Boyd, TX
8/11-12	Bakersfield, CA

Half Mile

7/6-7	Dallas, TX
8/14-15	Gardena, CA

AMA Amateur Motocross National Finals

8/15-18	Hurricane Mills, TN

AMA/NATC National Observed Trials Championship Series

7/4	Colorado
7/7	Wyoming
8/25-26	Washington
9/1	Oregon
9/3	Washington

AMA Dragbike National Championship Series

6/17	Kansas City, MO
6/23-24	Fremont, Ca
6/29-30	San Antonio, TX
7/14-15	TBA
7/28-29	Columbus, OH
8/19	Reading, PA
9/1-2	TBA
9/8-9	Byron IL
9/22-23	TBA
9/29-30	St. Louis, I
10/21	West Palm Beach, FL
10/28	L.A. County, CA
11/3-4	Houston, TX
11/17-18	Gainesville, FL

NMRA/NHRA 1984 Drag Race Schedule

6/23-24	East Haddam, CT
6/30-7/1	Columbus, OH
7/14-15*****	Englishtown, NJ
8/11-12*	Washington, DC
8/18-19**	Brainerd, MN
8/25-26	Columbus, OH
9/1-3******	Indianapolis, IN
9/22-23	Las Vegas, NV
10/6-7	Atco, NJ
10/13-14**	Pomona, CA

*Dates are Tentative
**Pro Stock only
****Top Fuel only
*****Funny Bike only
******Top Fuel and Funny Bike only

AMA Championship Cup Endurance Series

6/17	Grand Rapids, MI
7/7	Warren, OH
7/21	Braselton, GA
9/1	Faulkville, GA
10/6	Summit Point, WV
11/3	Daytona Beach, FL

NMA Grand National Championship Series

Regional Qualifiers

Western 1

6/24	Saddleback, CA
7/7-8	Barona Oaks, CA

Western 2

6/16	Madera, CA
6/24	Brentwood, CA

Tri-State

6/17	Missoula, MT

Rocky Mtn. 1

6/17	Trinidad, CO

Ozark

6/15-17	Oklahoma City, OK Interstate
6/30-7/1	Tulsa, OK

High Plains

6/17	La Fors, TX

Rocky Mtn. 2

6/16	S.L. City, UT
6/17	S.L. City, UT

Northwest

6/23	Yakima, WA

Central

6/16	Columbia, MO
6/24	Wisner, NB

Texas

6/16-17	Houston, TX

Grand National Final

8/6-12	Ponca City, OK

CMC Four-Stroke Nationals

9/2	Orange, CA
12/2	Carlsbad, CA

SCORE Off-Road Series

9/14-16	Off Road Championship Riverside, CA
11/1-4	Baja 1000

Other Major Events Abroad

6/17	Pairs Speedway Championship Finals, Longo, Italy
7/1	Formula One TT Assen, Holland
7/15	Formula One TT Vila, Portugal
8/18	Team Speedway World Championship, Leszno, Poland
8/19	Formula One TT Dundrod, Ireland
9/1	Individual Speedway World Championship, Gothenburg, Sweden
9/2	Coupe des Nations Dalencin, Czechoslovakia
9/9	Motocross des Nations Ruskeasanta, Finland
9/16	Trophee des Nations Varberg, Sweden
9/16	Trial des Nations Myslenice, Poland
10/1-6	ISDE Assen, Holland

Yamaha Gold Cup Series

7/8	Washougal, WA
7/15	Mt. View, OR
7/22	Mulkey, OR
8/5	Thurston Co., WA

EVERY WEEK

Tuesday

SPEEDWAY RACING
Stanislaus County Fairgrounds, Turlock, CA. Hwy 99 to Fulkerth off-ramp. ⅛ mi oval, 1st class seating. Gates open 6pm, race 7:30. Entry: rider/-mech. $7, spectators $5, kids 7-12 $2. Free parking. Fast Track Promotions, Inc. Info: 209/784-2674.

Wednesday

CALIFORNIA

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd exit. Use south entrance. All classes. ships. Gates open 5pm, races 7. Info: 415/651-2545.

AMA CALIFORNIA SPEEDWAY
Inland Motorcycle Speedway, San Bernardino, CA. 898 S. Arrowhead Ave., Orange Show Rd. Exit off 215 Frwy., National Orange Show Fairgrounds. Three divisions, $1275 purse or 30% of gate. Handicap and Scratch comp. Gates open 6:30 p.m. first race 8. Entry $7 per rider and mechanic. Admission $5.50 per person, 6-12 $2. Info. Wed. only 714/884-4092, 818/446-0969 or 818/446-2241 (Kay Rutherford).

CMC ASCOT MOTOCROSS
Ascot Park, Gardena, CA. 18300 Vermont Ave. Free parking. Gates open 5 p.m., prac. 6-7, race 7:30. Entry $12, CMC license req. (may purchase at track). Spectators $5.50, Jrs. $3.50, kids $1. Info 714/261-6116.

Thursday

WASHINGTON

WASHINGTON NIGHT MOTOCROSS
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. east to left on Hannegan Rd. 1¼ mi. north on right. 50cc-Open, separate C class motos. Gate 5 p.m., race 6. Entry $6/class. Free parking. Mt. Baker M.C. Info 206/733-5069 (Larry Hanson).

IDAHO

HUETTER FLAT TRACK
Huetter Speedway, S & S Racing. Huevter, ID. 2 mi. west of Couer d'Alene on Old Hwy 10. Class C racing. 3/8-mi. oval. Mini/125/250/500/Open, $500 guaranteed purse, troph. to Am. Sign up 6:30 p.m., prac. 7, race 7:30. Info 208/765-5005 (Couer d'Alene Honda).

CALIFORNIA

AMA SPEEDWAY MOTORCYCLE RACES
Baylands Raceway Park, 4433 Christy Ln., Fremont, CA. 22 events, 1st, 2nd and 3rd divisions. 1/7 mile track, gates open 6:30 pm, first race 8. Admissions: $6 adults, $3 kids, under 6 free. Free parking and programs. Info 415/651-2545.

Friday

CALIFORNIA

R.A.C.E. CALIFORNIA MOTOCROSS
Corona Raceway, Corona, CA. 91 Frwy E. from L.A./Orange County — Pierce off-ramp, rt on Pierce to Magnolia, rt on Magnolia to Buchman, rt on Buchman takes you to track. All classes. 30% trophs to Sptsmn. 150% Pro pb. Gates open 5 p.m., prac 6, race 7. Entry: $10, $15 Pro. Info 714/735-1705 or 689-1913.

CMC/SHR NIGHT MOTOCROSS
Sand Hill Ranch, Brentwood, CA. From Hwy 580 take Vasco Rd. N. 17 miles to corner of Camino Diablo and Vasco Rds, turn right. All classes, 30% trophs, 100% Pro pb. Gate opens 6 pm, prac 7, race 7:30. New night and track. Entry $15, $20 Pros. Adm $15. Info Tom Anderson 415/671-2859 or 634-3328.

SACRAMENTO STADIUM MX
Sacramento, CA. Sacramento Rcwy. Take Hwy 50 to Bradshaw Rd. South to Jackson Hwy. then East to Excelsior Rd. All classes, 30% trophy, 100% Pro pb. Gate 5pm, prac 6, race 7:30. Gate $5, all entries $5. Info: 916/363-2653.

COSTA MESA SPEEDWAY
Costa Mesa, CA. Orange County Fairgrounds, South end of Newport (55) Frwy. Gates open 6:30 p.m., first race at 8. Info 714/492-9933.

TEXAS

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. east on E. Mount Houston Rd. off Hwy 59 N. All classes. Troph. thru 6th to Am, 100% Ex p.b. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

Saturday

CALIFORNIA

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Motorcycles welcome. Info 714/727-1171.

CALIFORNIA SHORT TRACK
Cycleland Speedway, 14 mi S. of Chico, CA at Hwy 99E and Nelson Rd. Classes: 80cc, 125 two-str/200 four-str, 250, 500cc. 20% troph, 80% semi-Pro pb. Gate opens 6pm, prac 7, race 8. Entry: spect $4, riders $9. Exp $14. No motorcycles in July, only dirt karts. Info: Lowell Moural 916/342-0063.

SADDLEBACK MX (SMX)
Saddleback Park, Orange, CA. Frwy. 55 to Chapman exit, east 7 mi to Santiago Canyon Rd. Right to county fire station, left on rd. past fire station. Gate opens 7:30am, prac 8-8:30, race 9:00. Pros and Sprtsman race 30 min. motos. Entry $12 Sptsmn, $15 Pro. Memb. reqd., avail at track. 33% troph. Info: 714/831-3482.

AMA SPEEDWAY RACING
Napa Town & Country Fairgrounds, 5757 Third St, Napa, CA. Hwy 29 to Soscol Ave to Silverado trail, free parking. Purse: $1225 or 30% of gate. Gates open 6:30pm, racing 7:30. Mother Goose Racing Ent. Info: 707/252-8772 Dennis Robinson.

TEXAS

MIKE KIDD'S SHORT TRACK/TT
Mike Kidd's Hillside Raceway, Boyd, TX. Take FM 730 south 3 miles from Boyd, TX to FM2048 west. Follow signs. (25 miles NW of downtown Ft. Worth.) All classes — 50cc to Open, with troph. and cash. Amateur entries $10/first class, $7/second class. Pros $12 with 100% payback. Gate open 5 p.m., prac. 7, race 8. Info 817/433-5559 or 433-5587.

TEXAS NIGHT MOTOCROSS
Corpus Christi, TX, 124 Flato Rd. Take Padre Island Dr off IH 37, left on Bear Ln. All classes, concessions. Auto circle track, mud drags, and motocross all at one time. Gate opens 6 pm, prac 7, race 8. Entry: $5 gate, $10 Am, $15 Ex. Speedway Park. Info: Robert Dickinson 512/289-2862.

WASHINGTON

HANNEGAN NIGHT FLAT TRACK
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. east, left on Hannegan Rd. 1¼ mi. north on right Mini-Open, Am & Semi Pro. Gate 5 p.m., prac. 7, race 8. Entry $6/class. Free parking. Mt. Baker M.C. Info 206/733-7346 (George Leonard).

Sunday

CALIFORNIA

CALIFORNIA DeANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn trop., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac 8:30, race 9:30. Entry $7 gate + $10 Sptsmn, $14 Pro; non-memb. add $3. Info 714/653-8068, 5840, 7979.

TEXAS

TEXAS DIRT TRACK RACES
AMA Half Mile dirt track races. Races are held at various race tracks in Texas all of 1984 season. Pro-Am $500 to win the 500-750cc main. Call Bob Bagwell for info at 817/488-9133.

June 15

AME CALIFORNIA MOTOCROSS
Indian Dunes Park, Valencia, CA. 2 miles west of I-5 on Hwy 126. All classes, includ. 3-wheel/Ody. 30% trophs, $15 pb to Pros. Budweiser Summer Series. Gates open 5 pm, prac 7, race 8. Entry $14 Ama, $20 Pro. Memb. reqd. $20. Info Shirley Shore 818/881-5778.

CALIFORNIA MEETING
California State Park and Recreation Commission Meeting. Seven Seas Lodge, Room A. 411 Hotel Circle, South. San Diego, CA. 7:30 pm. Discussion on Stewardship report, wilderness status report, Lake Elsinore Management Project. Info Andrea Patterson 916/324-6976.

June 16

LODI PRO-AM ST
Lodi Cycle Bowl, Lodi, CA. 250 and 500cc Pro-Am classes, full Amatuer program includ. 3-wheel. Troph for Am, $600 plus purse for Pro-Am. Sign-up 5:30 to 7 pm, prac 6, race 8. No rider insurance. Admission $4, kids under $12 free, pit passes $10. Entry $10 Sptsmn, Pro-Am $15. Pro-Am cards available at track $40. Info Barbara 209/368-7182 or 931-3722.

CMC CALIFORNIA MOTOCROSS
Madera, CA. Little Okie, take Hwy 99 north to Ave 12 east to Rd. 29. Take Rd. 29 to Ave 13½ east to Rd. 29¼ north, at end of road. All classes includ. 3-wheel. 30% troph, 100% Pro pb. Gate opens 5 pm, prac 6, race 7. Entry $5 at gate, $20 Pro, $15 Jr. and Int. Sponsored by Petty Products. Info Pat Pipes 209/673-8080.

SOUTH DAKOTA ST. TT
Jackpine Gypsies Clubgrounds, Sturgis, SD. Classes: Mini, 125, 250, 500, 750. Troph to Minis, others cash. Prac 7 pm, race 8. Entry $12. Info Dwayne Burge 605/342-4243.

RIDER SCHOOL & OPEN PRACTICE
Riverside Raceway, Riverside, CA. Hwy 60 east of Riverside to the Day St. exit, then right to the track entrance. Gates open 8 am, prac 7 school 9 to 4:30 pm. Entry: $50 all day, school or practice. Sponsored by AFM. Info: Harry Bresach 213/865-1523 after 5 pm.

ARIZONA SPEEDWAY
Arizona State Fairgrounds, Phoenix, AZ. 1826 W. McDowell, just east off 17 frwy. Three divisions. Purse $1275 or 30% of gate. Handicap and Scratch comp. Gates open 6, races 7:30 pm. Entry: riders & mechanics $7. Adm $6.50, kids $3.50. Woodland Promotions. Info: Rick Landry 213/827-2410.

June 17

WASHINGTON MOTOCROSS
Richland, WA., Horn Rapids ORV Park. 3 miles north of Richland on Hwy 240, right on Grosscup Rd. All classes, $1500 guaranteed purse for Pros, special trophies for Am classes. 1st annual Horn Rapids Invitational Championship MX. Pre-entries receive T-shirt. Gates open 7:30 am, prac 9, race 10. Pre-entry $20 Pro, $10 Am. Post-entry $25 Pro, $15 Am. Sponsored by Pete's Marine, Walla Walla, WA. Info Pat McCafferty 509/248-1472.

AME CALIFORNIA MOTOCROSS
L.A. County Raceway, Palmdale, CA. I-5 to Hwy 14 toward Palmdale, get off on Pearblossom Hwy, 5 miles east to 1st stoplight, straight past stoplight 1 mile, track on right side of Ave. T. All classes, includ ATV/Ody. O/N parking. Gate opens 7 am, prac 8, race 9:30. Entry $13 Ama, $20 Pro. AME memb. reqd. $20. Info Shirley Shore 818/881-5778.

BRA MOTOCROSS
Chadron Fairgrounds, Chadron, NB. All classes, includ. 3-wheel. Pro pb plus money to pts fund, 33% trophs. All new track. BRA pts race, pts awarded in all classes. Sign-up 9, prac 10, race 11. Entry $15 Pro, $10 Sptsmn, non-memb add $3. Info Dale Friend 605/348-8361.

ANOTHER CRC FIRST

CRC 1984 GOLDEN BEAR GRAN·PRIX

JUNE 24, 1984
HUNGRY VALLEY ORV PARK
CRC Will Honor For This Race Only
SRA — Dist. 37 — AME — CMC Cards
DOUBLE GRAN PRIX, MX & A.T.V. POINTS

Overnight Camping OK
Must be in by 8 p.m.

DIRECTIONS
Take Hungry Valley Road off Hwy 5, 25 miles north of Magic Mountain & 7 miles south of Gorman exit. Note — Do not take Gorman exit.

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No post entry penalty for 2nd class entered.

EACH CLASS RACE 45 MINUTES
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MAIL ENTRY $16
POST ENTRY $20
For info. call (213) 830-7519

Entries OPEN NOW! In large classes the start position will be determined by postmark.

Mail any standard entry and two (2) legal size self-addressed, stamped envelopes (SASE) to: CALIFORNIA RACING CLUB 24518 Island, Carson, CA 90745

CRC RACE SCHEDULE

June 17 — MOTOCROSS
Indian Dunes

June 22 — FRI. NIGHT MX
Indian Dunes

June 24 — MOTOCROSS
Saddleback Park

1984 CRC Membership Required
(213) 830-7519

A.M.E Budweiser

JUNE 15-24-29
INDIAN DUNES

JUNE 17
L.A. CO. RACEWAY
(818) 881-5778
P.O. Box 1421, Reseda, CA 91335

CORONA RACEWAY R.A.C.E. Schedule

Fri.	Jun. 15	Motocross
Wed.	Jun. 20	FT ½ mi, TT
Thurs.	Jun. 21	Ody, 3 Whlrs
Fri.	Jun. 22	Motocross
Fri.	Jun. 29	Motocross

Speedway
June 15
Costa Mesa

GRAN PRIX So. Cal. DOUBLE CROSS

DOUBLE CROSS RACING
NO SWEAT G.P.
July 8
Perris Raceway
Info: (714) 371-6333

MX RACES EVERY SUNDAY
Open 7 days—7a.m. 'till dark
Located 2 miles west of Interstate 5 on Highway 126 near Castaic.
(805) 257-4700
INDIAN DUNES

AMA District 37 Calendar
Southern California

For Competition Cards & Schedule Call:
Jim Lang (805) 527-8324

Jun. 17	UEA	Enduro
Jun. 17	Sunrise	MX
Jun. 23	SMX	MX
Jun. 24	Badgers	HS
Jul. 8	Double Cross Racing	MX
Jul. 14-15	Desert/Invaders Dual	ES
Jul. 15	Sunrise	MX

District 37 ROAD RIDING
Office (213) 256-4944

Jun.	CEA	Time & Distance
Jul. 29	Adventures	Poker & Benefit
Aug. 5	Accessories Unlimited	
Aug. 11-12	S.B.R.R.	Midnight Madness
Sept. 9	Shamrock R.R.	Poker Run
Sept. 15-16	M/C Magazine	Grand Event
Oct. 7	Cent. Coast M/C Assn. Los Padres	

National AMA
Membership Information
1 (800) AMA-JOIN
Call between 6 a.m. - 2. p.m. California Time

Race With The Best
CMC
For Sanctioning and Membership Info: (714) 261-6116

NMA
NATIONAL MOTOSPORT ASSOCIATION
MINICYCLE MOTORCYCLE MOTOCROSS

NATIONAL & REGION ACTIVITIES
SANCTIONS — MEMBERSHIPS
CONTACT NMA
P.O. BOX 46
NORWALK, CA 90650
(213) 868-8112

AFM
Road Race Schedule
June 16/17 — Riverside
July 1 — Sears Point
July 8 — Riverside (Six Hour Endurance Race)
12547 Yosemite
Cerritos, CA 90701
(213) 865-1523

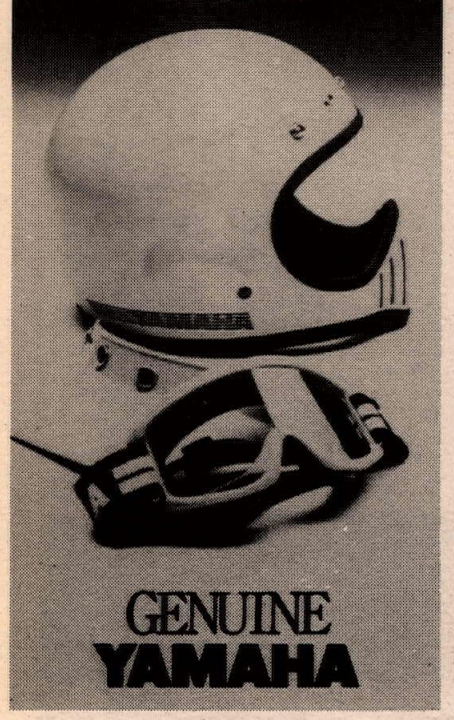
THE KTEAM

WINNERS!
VIRGINIA CITY GRAND PRIX
Virginia City, NV., May 12, 13

Vet. Jr.	CHARLIE MOREY	KTM 495MXC
Vet. Nov.	JACK VARMAN	KTM 495MXC
Open Nov.	JOEL BILOTTI	KTM 504MXC
250 Jr.	MIKE CARLSON	KTM 250MXC
250 Pro	DAN NIELSON	KTM 250MXC

KTM JOIN THE TEAM
For More Information and a Brochure, Write:
KTM West 315 W. Bradley, El Cajon, CA 92020

HEAD AND SHOULDERS ABOVE THE REST.



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YZ125J	$1229	$998
YZ250J	$1598	$1298
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XT200J	$1089	$898
XT550J	$1849	$1538

Prices do not include tax, lic. & prep

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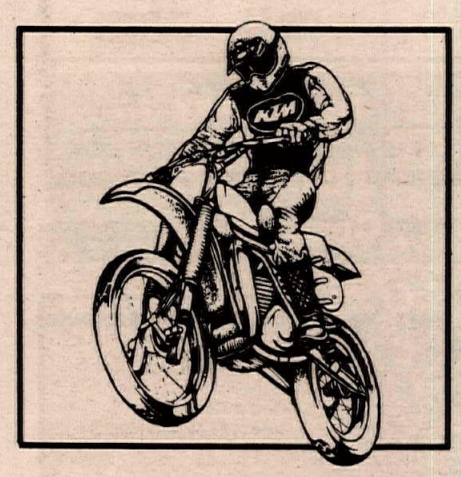

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Moto-X Fox, Dept.CN
520 McGlincy, Campbell, CA 95008

COLORADO ROAD RACE
Aspen, CO. Woody Creek Raceway. 5 miles north of Aspen on Colorado Rte. 82. Classes: Prod, Superbike, GP. $1300 cash purse. Gate opens 7 am, prac 9, races noon. Championship Cup Sereis regional. Entry $20 first, $10 second and third, $5 fourth, fifth. Mountain Roadracing Assn. Info J.S. Day 303/449-9357.

SRA FATHERS DAY GP
Riverside Int'l Raceway, Riverside, CA. Off Hwy 60. All classes, plus ATV/Ody and special father/child team race. 20% trophs, finisher pins. O/N camping. Trophy presentation Sat. nite for Hilltoppers GP and SRA Goodtime GP. Gates open 4 pm Sat. Entry $15 by mail, $20 post. Team race $15 for child, dad free, post only. 100% troph for team race. 0-200cc, Sr, Vets prac Am, 201-Open, ATV, prac pm, race in pm. SRA license reqd. Info 714/828-1358.

SOUTH DAKOTA ST AND TT
Sturgis, SD. Jackpine Gypsies Clubgrounds. Classes: Mini, 125, 250, 500, 750, A & B. Mini troph, others cash. Prac 1 pm, race 2. New long TT track. Entry $12. Info Dwayne Burge 605/347-4243.

NDMA MONTANA MOTOCROSS
Glendive, MT. All classes, 200% Pro pb. Entry Pro $10, A-$7.50, B-$5. Races start 1 pm. North Dakota M/C Assn. Info 701/227-1135 Jim Peters.

AMA WASHOUGAL MX
23 miles NE of Portland, OR. Take I-5 to Hwy SR 14, go east along Columbia to Hwy 140 in Washougal, follow signs to track. All classes, 30% troph, 100% Pro pb. Sat camping for self-contained units. Gates open 7 am, prac 8, race 10. Entry $12 Am, Pro $17. Admission $5, 6-11 $3. Northwest Motocross Ent. Info Bill Cantrell 503/248-1106 or 206/892-5441.

AMA/D-37 TUFF-E-NUFF ENDURO
San Gabriel Mtsn, marked from Hwy 14 and Soledad Cyn Rd. 100 fun miles, all classes, all full distance. Spark arrestor reqd, gas stop manned by UEA, bring disposable containers. Point-to-point event, easy Frwy drive to finish. Unique finisher awards. Entry $19 by mail, $22 post. United Enduro Assn. Sign-up info 213/633-3369.

AMA/D-36 CALIFORNIA MOTOCROSS
Sears Point Int'l Raceway, Sonoma, CA. All classes includ. OT, Vets. 30% troph, cash to Pros. Gates open 7 am, prac 8:30, race 10. Entry $15 plus $5 Exp. gate fee. Info Bob Rosa 408/394-8225.

TEXAS MOTOCROSS
Alvin, TX. Take 45 north Ex 517, right on 517 8 miles. On left, look for signs. All classes, troph thru 5th. Ex 100% pb. Gates open 7 am, prac 9, race 10. Entry $6 at gate, $11 am, $20 Ex. Info Darrek Brezina 713/984-9307.

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa International Raceway off Hwy 169 N & North 36th St. All classes 33% troph. 150% Ex. p.b.b Gate 8 a.m., prac. 9:30, race 11. Entry $8 Sptsmn, $12 Ex., $4 gate.Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick).

TEXAS MOSIER MX
Mosier Valley MX Park, Ft. Worth, TX. All classes. $804 guaranteed Ex. purse. No pit riding or late prac. Prac. 8 a.m., race 9, Int & Ex prac. 1:30 p.m. Entry $11 Sptsmn, $16 Ex. Gate $5. Info 214/357-4196.

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. All classes. Troph. or gift cert. to 8th in Nov. classes. Concessions, showers & bathrooms. Split schedule: prac. 8 a.m., race 10; Int/Ex. race 1 p.m. Entry $8 Sptsmn, $15 Ex. Gate $4. Info 712/756-4114 (Conroe Suz), 273-2336 (track).

CMC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. All classes. 30% troph. Gate 7:30 a.m., sign up 7:30-8:30, prac. 8-9, race 9:30. Entry $10 Sptsmn, $15 Pro. Info 714/261-6116.

CALIFORNIA DeANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $7 gate + $10 Sptsmn, $14 Pro; non-memb. add $3. Info 714/653-8068, 5840, 7979.

CRC CALIFORNIA MX
Indian Dunes Cycle Park, Valencia, CA. I-5 to Hwy 126. All classes. Brass for Sptsmn, cash for Pros. 2 long motos. Gate 7 a.m., prac. 8, race 9:30. Entry $12 Sptsmn, $15 Pro; memb. req'd. Info 213/830-7519.

SUNRISE D-37 MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 50% Mini/Vet troph., 50% cash p.b. to Vet Ex. District 37 points. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 619/245-7339.

TEXAS BURLESON MX
South of Fort Worth, TX. I-35 S from Fort Worth to Hardgrove Lane, east 2 mi. and turn right after bridge. All classes. Troph, thru 6th, $1,200 purse paid per moto and overall (200% p.b. if less than 10 riders/class). No pit riding or late prac. Gate 7 a.m. Split sched: Nov. prac. 8-8:30, Mini Prac. 8:30-8:45, 1st race 9; Int & Ex. prac. approx. 12:30 p.m., race 1. Gate $5, under-10 & over 60 free. Entry $10 Sptsmn, $20 Ex. Info 817/295-8908, 295-1760.

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood. up Wildcat Canyon Rd. 11 miles. New Beg. class O/N camping & concessions. Sign up closes 7:30 sharp. Entry $10. yearly memb. $15. Info 619/565-2406 (Les), 619/448-7885 (Margie).

TEXAS SWAN MX
Tyler, TX. Exit 69 S. from I-20. 2 miles to CR 471, right 2 mi. and turn left, signs on road. All classes. Troph. to 5th. $1005 Ex. purse, 15 rider min. class, 100% Pro p.b. Concessions, camping $2/veh., elec hookup, gates open all night. Straight thru program. Prac. 9:30 a.m., race 11. Entry: gate $5, Am. $10, Ex. $20. Info Bill Law 214/882-4215.

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Td, east 3 mi. to raceway. All classes. 30% troph. Gate 7 a.m., sign up 7:30-8:30, prac. 8-9, race 9. Entry $10 Sptsmn., $15 Pro ($10 to p.b.). Info 714/261-6116.

CALIFORNIA ROAD RACE
Riverside Raceway, Riverside, CA. Hwy 60 east of Riverside to the Day St exit, then right to track entrance. Classes: Stk Prod, Mod Prod, Superstreet, GP, Singles, Twins, Sidecars, Over 40. Troph to top three in class, & 1st Novice in class. 100% pb to 600cc Superstreet special race. Spectators with helmets can ride track at lunch break. Gate opens 7:30 am, prac 9, race 12:30. Admission: $5, Under 12 free. Free parking, program, and pit pass. Sponsored by AFM. Info: Harry Bresach 213/865-1523 after 5.

IDAHO CROSS COUNTRY
Smelterville, ID. 65 miles east of Spokane on I-90 at Exit 48. All classes, medals & finisher pins. Sign-up 8 am, race starts 10. 9th annual Sourdough CC. Entry: $15 pre, $20 post. Mountaineers M.C. Info: 208 556-6515 or 682-4386.

AMA/D-36 CALIFORNIA MOTOCROSS
Laguna Seca Recreation Area, between Salinas & Monterey, CA on Hwy 68. Classes: Mini, 125, 250, Open, OT, Vet. All new track w/sprinkler system. O/N camping avail. Gate opens 7 am, prac 8:30, race 10. Admission $4, kids $2. Entry $15 + $5 gate fee. Monterey Bay Rams. Info: Bob Rosa 408/394-8225.

COLORADO TRIALS
Salida, CO. All classes, Beg, Jr, Nov, Sr, Ex, Advanced, Ladies. Hartman Memorial Cup, Int. Winner will receive. Event will start at 10 am. Info 303/633-9482 or Larry Lund 303/942-3330.

NEVADA MOTOCROSS
Pioche, NV. All classes, 75% payback. Father's Day special father & son team race. Motels & camping available. All natural terrain. Double pts for Nevada MX Assn members. Practice Saturday 12-4 pm, Sunday at 7 am. Race 8 am, Sun. Entry: Pros $20, others $15. Silver Dust Racing Inc. Info: 702/382-0111.

June 18-22

MOTOCROSS SCHOOL
Tulsa, OK. 5-day motocross taining camp. Russ Darnell Schools. Entry $200. Info 714/980-3212.

June 21

C.A.R.B. MEETING
University of California, Riverside University Theater, 900 University Ave., Riverside, CA. Starts 10 am. Info Frank DiGenova 916/445-0753.

June 22

AME CALIFORNIA SUPERCROSS
Mesa Marin Speedway, Bakersfield, CA. Go into Bakersfield on Hwy 99. Take Hwy 178 east 3 miles to track on right. All classes, split program. $2000 purse, 30% Sptsmn trophy. Gates open 4 pm, races 5-8 for Sptsmn, 8-11 for Int and Pro. Practice 5 & 8. Entry: $20 Pro, $12 Sptsmn, includes gate. Admission $5 and $2 pit pass. Mem req'd $20. Professional program, time schedule is firm! Star Inc. Info: 805/324-6041.

CRC NIGHT MOTOCROSS
Indian Dunes Park, Valencia, CA. 2 miles west of I-5 on Hwy 126. All classes, incl 3-wheel. 30% trophy, cash to Pros. Sign-up 6 pm, prac 7, races 8. Entry: $12 Sptsmn, 15 Pros, memb req'd. Info: 213/830-7519.

June 23

LODI PRO-AM ST
Lodi Cycle Bowl, Lodi, CA. 250 & 500cc Pro-Am classes, full Amateur program, incl 3-wheel. Troph for Am, $600-purse for Pro-Am. Pro-Am cards available at track $40. Info: Barbara 209/368-7182 or 931-3722.

AMA/D-27 SHORT TRACK
Rainier, WA. 15 miles SE of Olympia, WA off Hwy 507. Full Youth and Amateur program. 50cc to Open, A & B classes. 33% troph. Race rain or shine, silencers req'd, D-27 pts. Gate opens 6 pm, prac 7:15, race 8. Entry $5/class. Info: Mike or Marilyn Waggoner 206/264-4619.

WASHINGTON NMA QUALIFIER
Yakima County ORV Park, Moxee, WA. 13 miles east of Yakima, on Hwy 24. All classes. Gate opens 7:30 am, prac 9, racing 10. R+R Promotions. Info: Ross Roberts 509/575-1843.

ARIZONA SPEEDWAY
Arizona State Fairgrounds, Phoenix, AZ. 1826 W. McDowell, just east off 17 Freeway. Three divisions. Purse $1275, or 30% of gate. Handicap and Scratch comp. Gates open 6, races 7:30 pm. Entry: Riders & mechanics $7, Adm. $6.50, kids $3.50. Woodland Promotions. Info: Rick Landry 213/827-2410.

CMC CALIFORNIA MOTOCROSS
Huron Cycle Park, Huron, CA. I-5 to Huron and follow signs. All classes, 30% troph, 100% Pro pb. Under new management, nite races. 1st race of 3rd annual 6-race series. Gate opens 5:30 pm, prac 6:30, races 7:30. Entry $15, $20 Pro. $4 gate. Info Allen Severs 209/945-9355.

June 23-24

CARLSBAD 500cc USGP
Carlsbad Raceway, southeast of Oceanside, Ca. 5 miles east of I-5 on Palomar Airport Rd. Saturday gates open 10 am, prac qual. 11. Sun gates open 8 am, races 1 pm. Ticket prices: 2-day GA $16, 2-day reserved $18, 1-day GA $13, 1-day reserved $18. Advance tickets from Ticketron, or call 714/661-4198 and use MasterCard or Visa.

June 24

AME CALIFORNIA MOTOCROSS
Indian Dunes Park, Valencia, CA. 2 miles west of I-5 on Hwy 126. All classes, incl ATV/Ody. 30% trophy, $15 payback to Pros. Gate opens 7 am, prac 8, race 9. Entry: $13 Am, $20 Pros, mem req'd $20. Info: Shirley Shore 818/881-5778.

BRA MOTOCROSS
Osage Motocross track, Osage, Wyoming. Located 8 miles NW of Newcastle. All classes, plus 3-wheel, 335 Sptsmn trophy, 100% Pro pb. Non-points race. Sign-up 9, prac 10, race 11. Entry: $15 Pro, $10 Sptsmn, non-mem add $3. Info: Dale Friend 605/348-8361.

NDMA NORTH DAKOTA MOTOCROSS
Dickinson, ND. All classes, 200% Pro pb. Races start 1 pm. Entry: Pro $10, A-$7.50, B-$5. North Dakota M/C Assn. Info: Jim Peters 701 227-1135.

CALIFORNIA OBSERVED TRIALS
Spillway Park in Santa Maria at the North Broadway exit on US 101. All classes, 3 trophies/class, 50 top-finisher pins, 1 banzai trophy. Helmets req'd. Sign-up 7:30, event at 10. Entry: $10, $5 land use. Lompoc Trials Club. Info: Lloyd Reeves 805/735-4503.

IDAHO PRO HALF MILE
Kootenia Co. Fairgrounds, Coeur d'Alene, ID on I-90 east of Spokane, WA. Purse: Open classes $2000 for "A" main, with $1000 to winner. $900 for 500cc A main. $600 for 250cc A main. Class C tires a must. Wide track, bring plenty of gearing. Sign-up 9-11 am, prac 11-noon, races 12:30. Entry: $20 races, $10 pit pass. Five Star Promotions. Info: Darrel Sims 208/765-5005.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. east on E. Mount Houston Rd., off Hwy 59 N. All classes. Troph. thru 6th to Am., 100% Ex. p.b. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

CRC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd., right to county fire station, left on rd past fire station,

All classes. 30% brass to Sptsmn, cash p.b. to Pros. 2 motos. Gate 7 a.m., prac. 8, race 9:30. Entry $12 Sptsmn, $15 Pro; CRC memb. req'd. California Racing Club. Info 213/830-7519.

CMC SUNRISE MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. CMC points. 33% Mini/Vet troph., 50% cash p.b. to Vet/Ex. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 619/245-7339.

ARIZONA DEER VALLEY MX
Deer Valley Cycle Park, Phoenix, AZ. 7th St. & Deer Valley Rd. All classes 33% troph., 100% Pro pb. No pit riding. Gate 6:30 a.m., prac. 8, race 9. Entry $10 Sptsmn, $15 Pro. Watch $4 adult, $2 under 12. Phoenix Supercross Raceways, Inc. Info 602/867-4789 (John).

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Rd., east 3 mi. to raceway. All classes. 30% troph. Gate 7 a.m., sign up 7:30-8:30, prac. 8-9, race 9. Entry $10 Sptsmn, $15 Pro ($10 to p.b.). Info 714/261-6116.

AME CALIFORNIA MX
Indian Dunes Cycle Park, I-5 to Hwy 126, Valencia, CA. all classes. Pro p.b. & 30% Sptsmn troph. Gate 7 a.m., prac. 8, race 9. Entry $12 Sptsmn, $17 Pro ($15 to p.b.); AME memb. req'd. avail at track ($20). American Motocross Enterprises, Inc., P.O. Box 1421, Reseda, CA 91335. Info 213/881-5778.

TEXAS MOTOCROSS
Twin Cities MX Park, Hwy 75 between Sherman and Denison TX. Behind Jack Barnett Honda. All classes. 50% awards up to 5, or 150% p.b. 15 rider min/class Ex. Concessions, camping. Gate 7 a.m., prac 8:15, Nov. race 9. Int/Ex. race noon. Entry $5 at gate, $10 for Nov and Int., $20 Ex. Info 214/463-1614 (Bill Jennings).

CALIFORNIA DeANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $7 gate + $10 Sptsmn, $14 Pro; nonmemb. add $3. Info 714/653-8068, 5840, 7979.

TEXAS LAKE WHITNEY MX
Lake Whitney Cycle Ranch, Whitney, TX. On FM 2960 off Hwy 22, west of Whitney. All classes. Troph. through 8th, $1,170 guaranteed purse. Split sched: Nov. 9 a.m., Int/Ex. approx. 1:30 p.m. Camping $2/vehicle, gate $4. Entry $8 Am., $10 Ex. Info 713/482-7593, 817/694-2901.

IDAHO AMATEUR HM
Kootenia Co. Fairgrounds, Coeur d'alene, ID on I-90 east of Spokane, WA. Classes: Open, 500, 250cc, 30% trophies. Class C tires a must. Wide track, bring plenty of gearing. Sign-up 9-11 am, prac 11 to noon, races 12:30. Five Star Promotions. Info: Darrel Sims 208/765-5005.

AMA/D-37 CALIFORNIA HARE SCRAMBLES
Lucerne Valley, Ca. Camp Rock Rd. All classes, 10% trophy, Badger finisher pins. 35-mile loop, Beg & Women go one loop, others go 2. 9:00 am start. Entry $15, Badgers M.C. Info: Bob Morris 213/368-1025 or Dick Postma 805/944-4865.

CALIFORNIA OBSERVED TRIALS
Santa Maria, CA. rte 101 and North Broadway eXit, Spillway Park. All classes, 3 trophs per class. 50 finisher ribbons for 1st 50. Banzai trophy for 1st to finish event, regardless of pts lost. Helmets reqd. Sign-up 7:30-9:30 am. Start at 10/ entry $5 at gate, $10 to ride. Lompoc Trials Club. Info Lloyd Reeves. 805/735-4503.

CRC GOLDEN BEAR GP
Hungry Valley OHV Park. Take Hungry Valley Rd. off Hwy 5, 25 miles north of Magic Mountain and 7 miles south of Gorman exit. Do not take Gorman exit. All classes, includ. 3-wheel, Ody. 20% trophies, supberb finisher pins. Cash to Pros and ex. Each class races 45 minutes. Parade lap 8 am, 1st race 8:30. Double CRC Gran Prix MX and ATV pts. O/N camping ok, must be in by 8 pm. For this event only, CRC will honor SRA, D-37, AME, and CMC cards. Mail entry $16, post $20. Post penalty for 1st class entered only. Info 213/830-7519.

NMA WESTERN QUALIFIER
Saddleback Park, Orange, CA. Classes: Pee Wee to 250cc. 30% trophy, Pro pb. Call for entry forms. Gates open 6:30 am, prac 8, racing 9:30. NMA, P.O. Box 46, Norwalk, CA. 90650. 213/868-8112.

R.A.C.E. CALIFORNIA TT
Corona Raceway, east from LA on Hwy 91. Take Pierce off ramp, turn rt to 1st signal (Magnolia). Turn rt. on Magnolia to 2nd signal (Buchanan), rt turn takes you to track. All classes, 30% trophy, Pro pb. Gates open 5 pm, prac 6, race 7. Entry $8 per class, $10 Pro. Info Elaine Jones 714/735-1705 or 689-1813.

June 29

AME NIGHT MOTOCROSS
Indian Dunes Park, Valencia, CA. 2 miles west of I-5 on Hwy 126. All classes, incl ATV/Ody. 30% trophy, $15 Pro pb. 3rd race of Budweiser Summer Series. Gates open 5 pm, prac 7, races 8. Entry: $14 Amateur, $20 Pro. Mem req'd $20. Info: Shirley Shore 818/881-5778.

June 29-July 1

MAMMOTH MOTOCROSS
Sherwin Bowl, Old Mammoth Rd, Mammoth Lakes, CA. Classes: 125, 250cc, Open — all Jr, Int, Ex. Vets one class only. Jr & Int trophy to 10th, Ex money to 10th. Ex winner $2000. Practice starting Mon. June 25, free. Entry: $40 Ex, others $30. High Sierra Sports, Inc. Info: Tom Johnston 619/934-2571.

June 30

CMC CALIFORNIA MOTOCROSS
Little Okie, Madera, CA. Take Hwy 99 north to Ave 12 east to Rd 29. Take Rd 29 to Ave 13½ east to Rd 19¼. North end of road. All classes, plus 3-wheel. 30% trophy, 100% Pro pb. Gates open 5 pm, prac 6, race 7. Sponsored by Petty Products. Entry: $5/gate, $15 Jr & Int, $20 Pro. Info: Pat Pipes 209/673-8080.

CALIFORNIA TT
Bakersfield, CA. Sprocketts Park. 5 miles north on Mt. Vernon from Hwy 58. Foot of bluffs. All classes, 100% pb to Pros, Vets. 1st race of 10 biweekly race series. AlternatingST and TT. Major prizes at end of series. Gate opens 4 pm, prac 6, race 8. Entry $5 watch, race $7. Bakersfield Racers Assn. Info Bob Van Meter 805/323-7877.

D-36 CALIFORNIA SHORT TRACK
Hills Ferry Speedway, 20 miles north west of Modesto. Hills Ferry Rd. and River rd. Newman, CA. Classes: Ama, Mini, Semi-Pro. Gates open 4 pm, prac 6, race 8. entry $12. AMA/D-36 sanctioned. Info Lionel Nunes, after 6 pm. 408/463-0548 or track phone is 209/862-3453.

July 1

BRA MOTOCROSS
Spearfish Raceway, Spearfish, SD. I-90 to Belle Fourche exit in Spearfish, north 2 miles to track on left. All classes, plus 3-wheel. 33% Sptsmn troph; Pro pb, plus money to pts fund. Sign-up 9 am, prac 10, race 11:30. BRA pts race, pts to all classes. Entry: $15 Pro, $10 Sptsmn, non-mem add $3. Info; Dale Friend 605/348-8361.

AME CALIFORNIA MOTOCROSS
L.A. County Raceway, Palmdale, CA. I-5 to Hwy 14 toward Palmdale, get off on Pearblossom Hwy, 5 miles east to 1st stoplight, straight past light 1 mile, track on right side of Avenue T. All classes, incl 3-wheel/Ody. Free O/N parking. Gate opens 7 am, prac 8, race 9:30. Entry: $13 Am, $20 Pros, mem req'd $20. Info: Shirley Shore 818/881-5778.

AMA/D-36 CALIFORNIA MOTOCROSS
Laguna Seca Recreation Area, between Salinas & Monterey, CA on Hwy 68. Classes: Mini, 125, 250, Open, OT, Vet. All new track w/sprinkler system. O/N camping avail. Gate opens 7 am, prac 8:30, race 10. Admission $4, kids $2. Entry: $15 + $5 gate fee. Monterey Bay Rams. Info: Bob Rosa 408/394-8225.

CMC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd., right to county fire station, left on rd past fire station. All classes. 30% troph. Gate 7:30 a.m., sign up 7:30-8:30, prac. 8-9, race 9:30. Entry $10 Sptsmn, $15 Pro. Info 714/ 261-6116.

TEXAS SWAN MX
Tyler, TX. Exit 69 S from I-20. 2 miles to CR 471, right 2 mi. and turn left, signs on road. All classes. Troph to 5th. $1005 Ex. purse, 15 rider min. class. 100% Pro payback. Concessions, camping $2/veh., elec hookup, gates open all night. Straight thru program. Prac 9:30 a.m., race 11. Entry: gate $5, Am $10, Ex $20. Info Bill Law 214/882-4215.

CRC CALIFORNIA MX
Indian Dunes Cycle Park, Valencia, CA I-15 to Hwy 126. All classes. Brass for Sptsmn., cash for Pros. Two long motos. Gate 7 a.m., prac. 8, race 9:30. Entry: $12 Sptsmn., $15 Pro; memb. req'd. Info 213/830-7519.

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. All classes. Troph. or gift cert. to 8th in Nov. classes. Concessions, showers & bathrooms. Split schedule: prac. 8 a.m., race 10; Int/Ex. race 1 p.m. Entry $8 Sptsmn, $15 Ex. Gate $4. Info 712/756-4114 (Conroe Suz), 273-2336 (track).

AME CALIFORNIA MOTOCROSS
L.A. County Raceway, Palmdale, CA. I-5 to Hwy 14 toward Palmdale, off on Pearblossom Hwy, 5 miles east to 1st stoplight, straight past light 1 mile, track on rt. side of Ave. T. All classes includ. ATV. Gate 7 a.m., prac 8, race 9. Free O/N parking. Entry $13, $20 Pros. Info 818/881-5778 (Shirley Shore).

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood, up Wildcat Canyon Rd. 11 miles. New Beg. class. O/N camping & concessions. Sign up closes 7:30 sharp. Entry $10, yearly memb. $15. Info 619/565-2406 (Les), 619/448-7885 (Margie).

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa international Raceway off Hwy 169 N & North 36th St. All classes. 33% troph., 150% Ex p.b. Gate 8 a.m., prac. 9:30, race 11. Entry $8 Sptsmn, $12 Ex, $4 gate. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick).

TEXAS MOSIER MX
Mosier Valley MX Park, Ft. Worth, TX. All classes. $804 guaranteed Ex purse. No pit riding or late prac. Prac. 8 a.m., race 9; Int & Ex. prac. 1:30 p.m. Entry $11 Sptsmn, $16 Ex. Gate $5. Info 214/357-4196.

TEXAS AUSTIN MX
Austin Motosports Raceway, Austin, TX. U.S. 183 S to Smith Rd (south of Motorola plant), Howard Rd. 1½ & watch for signs. All classes. 50% troph. through 5th, 200% Ex. p.b. Concessions, free camping & fishing. Split schedule: Nov. sign up 7 a.m., prac. 8, race 9; Int/Ex. sign up noon, race 1:30. Gate $5 adult, under 8 free. Entry $10 Sptsmn, $15 Ex. Info 512/443-7627, 327-5254 (Rocky).

TEXAS ALVIN MOTOCROSS
Alvin, TX. Take 45 north Ex. 517, right on 517, 8 miles on left, look for signs. All classes, troph thru 5th, 100% Ex pb. Gates open 7 am, prac 9, race 10. Entry: $6 gate, $11 Am, $20 Ex. Glen Johnson, promoter. Info: Darrell Brezina 713/984-9307.

LUMBERJACK ENDURO
16 miles W. of Lolo Mt. on Hwy 12 at the Lumberjack Saloon. All classes, include team race and women. Medals or trophies. Special tests, plus 80 miles 1 loop course. Reliability Trials. Sign-up 7 am, risers meeting 9. 1st bike out 10. entry $15, $17 nonmemb. 100 rider limit. Bar, food, free camping. Start/finish at Lumberjack. Montana/Idaho M/C Assn pts race (MIMA). Info Larry Hamilton 406/273-6909 or Al Tasmasello 406/251-3211.

July 4

AME CALIFORNIA SUPERCROSS
Mesa Marin Speedway, Bakersfield, CA. Go into Bakersfield on Hwy 99. take Hwy 178 east 3 miles to track on right. All classes, split program. $2000 purse, 30% trophy. Gates open 4 pm, race 5-8 for Sptsmn, 8-11 for Int and Pro. Prac 5 & 8. Entry $20 Pro, $12 Sptsmn, includes gate. Admission $5 and $2 pit pass. Memb. reqd. $20. Professional program, time schedule is firm. Star Inc. Info 805/324-6041.

July 6

AME CALIFORNIA NIGHT MX
Indian Dunes Park, Valencia, CA. 2 miles west of I-5 on Hwy 126. All classes, includ. 3-wheel and Ody. 30% trophy, $15 pb to Pros. 4th race of Budweiser Summer Series. Gates open 5 pm, prac 7, race 8. entry $14 am, $20 Pro. Memb. reqd. $20. Info Shirely Shore 818/881-5778.

July 7

SOUTH DAKOTA SHORT TRACK
Jackpine Gypsies Clubgrounds, Sturgis, SD. Classes Mini, 125, 250, 500, 750. $1000 purse. Entry $15. Info Dwayne Burge 605/347-4243.

CRC HOOT OWL FAMILY ENDURO
Red Mountain, CA. Night event, start 9 pm. 2 loops, 20% trophies and finisher pins. Mail entry $20, post $23. Non-CRC member add $5. Special Beg. class $15. Post $18. CTC pts. Info 714/689-6114.

AMA/D-36 CALIFORNIA SHORT TRACK
Lodi Cycle Bowl, Lodi, CA. 580 E. Morse Rd. All classes, includ. 3-wheel and Semi-Pro. Gates open 5 pm, sign-up 6-7, prac 6, race 8. Admission $4. Entry $10, $13 Semi-Pro. Info Barbara 209/368-7182 or 931-3722.

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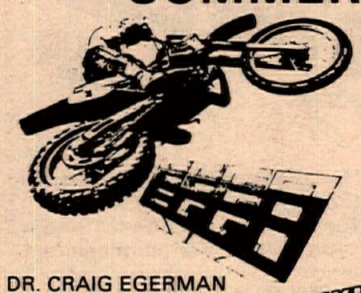

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Race 8:00

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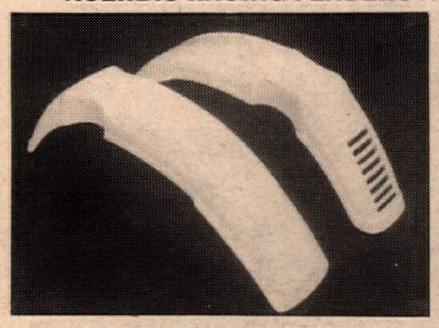
Hi-Point Racing USA

INTRODUCES

ACERBIS PLASTICA ITALIA

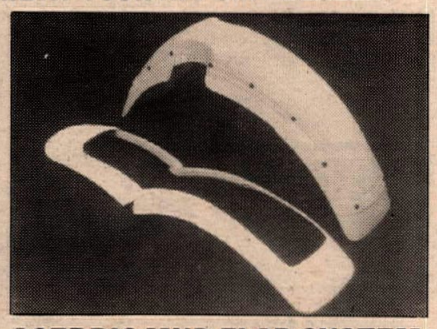
Hi-Point is proud to introduce the new line of Acerbis racing fenders for '84. The only front fender "system" you'll need for all occasions.

ACERBIS RACING FENDERS ARE AT YOUR HI-POINT DEALER



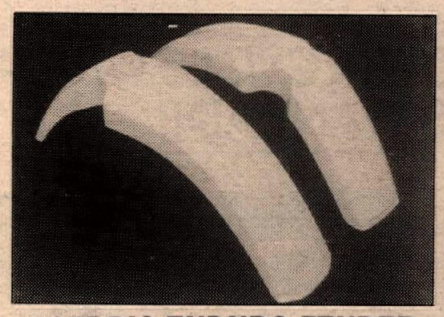
NOST MX FENDERS

You'll love the new design. In lightweight unbreakable plastic. Deep rib construction eliminates flex. Louvered for engine cooling. Accepts Acerbis Mud Flap System. Universal mounting in white, red or yellow.



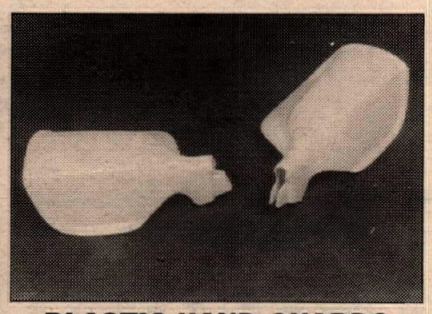
ACERBIS MUD FLAP SYSTEM

These new add-on mud flaps offer you a complete fender "system." Front and back plastic flaps attach to the Nost fender with speed rivets that are easily installed or removed to fit the racing conditions. In white, red or yellow.



ACERBIS ENDURO FENDER

Enduro or Hare Scrambles, this new fender will give you the protection with its wide design and deep contoured sides to catch mud and water. Deep ribs prevent fender wobble. Unbreakable with universal mounting in white, yellow or red.



PLASTIC HAND GUARDS

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CMC CALIFORNIA MOTOCROSS
Huron Cycle Park, Huron, CA. I-5 to Huron and follow signs. All classes, 30% troph. 100% Pro pb. Under new management, nite races. 2nd race of 3rd annual 6-race series. Gates open 5:30 pm, prac 6:30, races 7:30. Entry $15, $20 Pro. Info Allen Severs 209/945-9355.

July 7-8

NMA WESTERN QUALIFIER
Barona Oaks, San Diego, CA. Classes: Pee Wee to 250cc. 30% trophy, Pro pb. Call for entry forms. Gates open 6:30 am, prac 8. Racing 9:30. NMA, P.O. Box 46, Norwalk, CA. 90650. 213/868-8112.

OFF-ROAD JAMBOREE
Groman Hungry Valley, CA. Off Hwy 5 at Hungry Valley rd. Times event for all ORVs. Prizes and trophies. Rally, Poker Run, kids events. Entry $2 driver reg fee, $1 each event. Must have helmets and spark arrestors. Primitive camping, no facilities. CORVA info Mil Thornton 714/538-7657.

July 8

CRC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. All classes. 30% brass to Sptsmn, cash p.b. to Pros. 2 motos. Gate 7 a.m., prac. 8, race 9:30. Entry $12 Sptsmn, $15 Pro; CRC memb. req'd. California Racing Club. Info 213/830-7519.

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Td, east 3 mi. to raceway. All classes. 30% troph. Gate 7 a.m., sign up 7:30-8:30, prac. 8-9, race 9. Entry $10 Sptsmn., $15 Pro ($10 to p.b.). Info 714/261-6116.

CMC CALIFORNIA SUNRISE MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 33% Mini/Vet troph., 50% cash p.b. to Vet/Ex. CMC points. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 619/245-7339.

CALIFORNIA DeANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $7 gate + $10 Sptsmn, $14 Pro; non-memb. add $3. Info 714/653-8068, 5840, 7979.

AME CALIFORNIA MX
Indian Dunes Cycle Park, I-5 to Hwy 126, Valencia, CA. All classes. Pro p.b. & 30% Sptsmn troph. Gate 7 a.m., prac. 8, race 9. Entry $12 Sptsmn, $17 Pro ($15 to p.b.); AME memb. req'd. avail at track ($20). American Motocross Enterprises, Inc., P.O. Box 1421, Reseda, CA 9135. Info 213/881-5778.

TEXAS WOLF CREEK MX
Rio Vista, TX. All classes incl. Bewg. Troph. through 8th if 8 or more riders in class, 1st place Int. receives $100 savings bond, 1st place Nov. receives $50 savings bond, $3,030 purse paid by moto & overall (200% p.b. if less than 15 riders/class; 50% of gate in bad weather). Split sched: Nov. prac. 8:30 a.m., riders meeting 9:15, race 9:30; Int & Ex. prac. approx. 1:30 p.m., race 2. Gate $5. Entry $10 Sptsmn, $20 Ex. Info 817/373-2753.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. east on E. Mount Houston Rd., off Hwy 59 N. All classes. Troph. thru 6th to Am., 100% Ex. p.b. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

ROAD RUNS

June 15-17

LONE STAR ALL-BRITISH RALLY
Whitney, TX. At Lake Whitney Cycle Ranch on FM Rd 2960. Bike judging, Antique and Classics Show. Field evnts, rally pins, tours. Sat nite supper, dance and beer bust. Swap meet. Entry $20 Pre, $25 gate. USNOA, Texas Gulf Coast chapter. Info Bill Droke 713/859-9177.

GET-A-WAY RALLY
Camano Island State Park, WA. Roast Beef dinner Sat nite. 50 50 drawing, lots of fun. Entry: Pre $12.50, post $15. United Sidecar Assn. Northwest Chapter. Info: Ken Long: 206/856-4499.

June 16-17

3RD ANNUAL ROADRUNNER 500
Rosamond, CA. Starts 6-9 am, Rosamond High School. Free coffee and donuts, door prizes, ride pin. Food along the way. Optional deep pit barbeque at finish, not more than $6/person. Entry: pre $12, post $13. Info: 805/256-2045 or 252-8288.

June 24

BRITISH M/C SHOW & RALLY
Independence, KS. South on 10th Street at Hwy 75, watch for signs. Indpependence is 90 mi north of Tulsa. Troph for Most Original, Custom, Oldest, Competition, Long Distance, and Best Overall. Other prizes to also be given. On Any Sunday II will be shown all day. Food will be served. Gate opens 8 am, charge $1. Entry $5, includes rally pin. Tri. Int'l Owners Club & Norton Owners Assn. Info: Ron Lewis 316/331-3347.

AMA/D-37 TIME & DISTANCE STREET RALLY
South El Monte, CA. Whittier Narrows Picnic area "B", one block north of the 60 Frwy on Rosemead Blvd. Troph thru third for driver, passenger, poker hand. Approx 150 miles, end in W. Covina. AMA D-37 points. Sign-in 8 am, rider meeting 8:45, 1st bike out 9:01. Entry: $5 mail, $6 post, $1 discount to D-37 road riders California Enduro Assn. Info: Jerry Bailey 818/448-8351.

FREE CALENDAR LISTING

Calendar listings are a free service. Please type or legibly print **all** information asked for and mail the blank or a fascimile thereof to: Cycle News Calendar, PO Box 498, Long Beach, CA 90801. All listings must be received by noon Thursday to appear in the following week's Cycle News. No phone calls, please; we can only accept items in writing. You may include an event flyer in addition to the Calendar blank.

Event date: _____ Type: _____

Location/directions: _____

Sponsoring club/promoter/sanction: _____

Classes/trophies/purse: _____

Additional info: _____

Gate/practice/race times: _____

Entry fees: _____

Your name: _____ Phone number for info (with area code): _____

RESULTS

Send your results to: Cycle News, Results Editor, P.O. Box 498, Long Beach, CA 90801-0498. Include rider and machine brand.

CRC Puckerbush Family Enduro May 20, 1984 By Mike Klinger

250AA
Randy Kemp
Robb Mesecher
Kurt Butler
OPEN AA-4ST
Jim Bollingmo Jr
OPEN AA-V
Ken Markling
Bob Keirns
OPEN A
Thomas W. Karos
Tom Wilhelm
250 A
Randy Pretzer
Mike Hastings
200 A
Robert Bush
200 A
Robert Leach
MINI A
Scott Bristol
OPEN A-SR
Bill Daniel
Marvyn Murray
250 A-SR
Warren Stirling
OPEN A-SSR
Gus Paull
OPEN A-V
Sam Bell
Mike Thomas
Jeff Blake
250 A-V
William Pallotto
200 A-V
Dale Samford
John Bodnar
250 A-W
Dana Bell
200 ATV
Stephen W. Bos
OPEN B
Keith Hart
Mark Anderson
Harry Koepp
250 B
Bob Ledendecker
Gary Garner
Jeff Hunter
MINI B
Michelle Howard
200 B-16
Craig Stenberg
Ken Blaise
OPEN B-4ST
Paul Bonnett
Shawn McGraw
Dave Behlings
OPEN B-SR
Darrel Sager
Gary Niederhuth
250 B-Sr
Roger Alves
200 B-SR
Dennis Scammell
200 B-SSR
John E. Huff
OPEN B-V
Dick Parker
Larry Curl
Ken Woodling
250 B-V
Mike Baker
200 B-V
Bob Kirkbride
200 B-W
Kristi Hamner
OPEN C
Nelson Oroszi
Keith Stuart
Terril Proffer
250 C
Wade D. Wilson
Mark Masotto
Dennis Lavia
200 C
Gilbert Gaska
125 C
Ed Metro
MINI C
Daniel Hapner
250 C-16
Aaron A. McGraw
250 C-4ST
Mike Kern
250 C-SR
Tony Duprau
250 C-SSR
B. B. Callaway
OPEN C-V
Dale Ogden
250 C-V
Paul Williams
200 C-W
Birgit Hudson

Ross Downs Motocross Colleyville, TX May 25, 1984

MICRO-MINI
Tim Kay Hon
Casey Pinkston Hon
Mark Pierce Yam
MINI BEG
Randy Mahurin Yam
Heath Kirkland Yam
Chad Potts Yam
Chase Ryan Yam
MINI SR
John Forames Kaw
T.J. Mooney Kaw
Brad Bell Kaw
Mark Rainwater Kaw
Chris Niles Yam
125 BEG
Wes Ketner Hon
Timmy Allen Suz
Brad Faulkner Hon
Mike Gilliam Hon
Jacobo Cavazos Kaw
125 NOV
T.J. Mooney Kaw
Eddie Sims Suz
Johnny Gerhart Suz
Todd Julick Yam
OVER 30
Tom Eller Yam
James Gibbs KTM
Charles Eller Yam
250 BEG
Tracy Anders Yam
Keith Mundie Kaw
Terry Mason Suz
Nick Vanderpool Hon
Lyle Seals Hon
250 NOV
Kurt Monch Hon
Bill Rubey KTM
Craig Brown Hon
Mitch Ford Hon
John Miller Hon
OPEN NOV
Dan Puyear Hon
Doughboy Jones Kaw
J.D. Carpenter Hon
COMB INT
Paul York Hon
Mark Borge Yam
Curt Land Yam
Bill Newkirk YZ
Dan Taylor Hon
COMB EX
Bo Stegall Hon
Dean Lane KTM
Bob Zaborac Hon
Brad Mills Yam

Corona HSMX Opener, Corona, CA May 14, 1984 By Nate Rauba

HIGH SCHOOL
MINI SR
Ron Jordan Upl
Tony Heine Hem
Mando Duran Hem
100 NOV
Ron Jordan Upl
Mike Brooks C-N
Tony Heine Hem
100 INT
David Farris Upl
Robin Mizokami Hem
WOMEN
JoAnn Boone C-N
Tracy Cunningham C-N
Robin Mizokami Hem
125 NOV
Steve Baker L.S.
Bucky Moore Nor
Scott Fisher L.S.
125 INT
Kevin Montgomery Col
Scott Burns Nor
Billie Paugh L.S.
125 SR
Mark Lopera C-N
Scott Mapes Nor
Lloyd Egerson Nor
175 NOV
Donny Graves L.S.
Mike Asam L.S.
Bucky Moore Nor
175 INT
Keith Morabito C-N
Scott Burns Nor
Kevin Montgomery Col
175 SR
Mark Lopera C-N
Scott Mapes Nor
250 NOV
Tony Strangio Upl
Mike Neff Hem
Joe Picchiottino Hem
250 SR
Gordon Ward Col
Scott Yenzer C-N
Robert Cadwell Col
OPEN NOV
Tony Strangio Upl
Joe Picchiottino Hem
Mike Neff Hem
OPEN SR
Gordon Ward Col
Scott Yenzer C-N
Fred Heacock Col
UNATTACHED
PEE WEE 9-
Lance Leberknight Yam
PEE WEE 10+
Eph Benjamin Hon
Jeff Lewis Kaw
MINI BEG 12-
Buddy Antunez Kaw
Robert Naber Kaw
Deric Garcia Kaw
MINI BEG 13+
Dennis Urban Yam
Kevin Esnault Kaw
Lonny George Kaw
MINI NOV
Buddy Antunez Kaw
Jason Collier Yam
Brian Beck Kaw
MINI INT
Mike Wiese Yam
Kevin Bussey Yam
Mike McLain Kaw
MINI EX
Scott Brown Hon
Gene Baldwin Kaw
Mike McClain Kaw
125 BEG
Philip Gould Kaw
Howard Kresville Suz
Keith Evers Suz
125 BEG II
Steve Fields Suz
Roger Hauptman Yam
Steve Young Yam
135 NOV I
Dave Graff Hon
Chris Winkler Hon
Wallace Elicker Hon
125 NOV II
Chad Smart Suz
Anthony Magallanes Yam
Murray Shackelford Hon
125 INT
Joey Cox Kaw
Jimmy Wood Suz
Chris Sparks Kaw
125 PRO
Chad Barnes Yam
Mark Decker Yam
Ton Bienert Yam
250 BEG
Doug Miller Yam
Doug Funderburg Suz
Scott Rippens Yam
250 NOV
Dave Graff Hon
Brett Manley Hon
Kon Baur Yam
250 INT
Mike Magallanes Yam
Ray Groom Hon
Todd Cunningham Suz
250 PRO
Greg Zitterkopf Kaw
Bruce Harcrow Hon
Dane Patao Kaw

AMA Oregon dirt track points standings as of 5-18-84 By Clay Light

EX
Randy Green 13
Brett Barkman 10
Mickey Fay 10
Jeff Campbell 9
Brad Hurst 8
Frank Word 6
Ron Adams 5
Duane Gerrard 5
Barry Pelkey 4
Tom McCullough 4
JR
Ryan Fisher 14
Chris Fitzhugh 14
Bob Horban 9
Kirk Howard 7
Gary Trull 7
Jeff Hardan 7
Steve Kendig 7
Mike Oglesbee 6
Dan McDonnell 6
Brian McGonigal 6
NOV
Randy Roose 13
Jack Booth 10
Billy Taylor 9
Martin Zirbel 9
Mark Illian 8
Albert Eschwig 7
Kenny Wheaton 6
Matt Holm 5
Keith Barnhart 5
Garth Mulkey 3

TROPHY PICKUP

Prospectors M/C Gold Rush Enduro trophies. (805) 273-1175 after 6 p.m. (421/22)

For listing in this department, please mail information with $1.00 per week that it is run to: Cycle News Trophy Pick-up, Box 498, Long Beach, CA 90801.

Buy a new Husky CR and learn from Tony D.

FREE

Tony Di Stefano is one of America's most respected motocross champions and he has shared his amazing skills with hundreds of riders through his Tony D. Motocross Schools and Seminars. For 1984, Husqvarna has worked a special arrangement with Tony D., allowing purchasers of the exciting new 1984 Husqvarna CR's to attend a Tony D. Motocross School–absolutely FREE.

This is the deal–Just visit your local Husqvarna dealer and take home a new 1984 Husqvarna 125CR, 250CR or 500CR. When we receive your warranty registration card, we'll send a certificate directly to you, good for one free Tony D. Motocross School. You can then contact Tony D. and arrange to attend the school nearest you.

This offer includes the cost of the school only. Transportation, meals, lodging and motorcycle will be your own responsibility, of course.

Whether an amateur or expert, you'll find Tony D.'s schools will help you to better take advantage of the power and handling of your new Husqvarna.

Hurry, the winners' circle may only be as far away as your nearest Husqvarna dealer.

Tony D.
Husqvarna
THE FINAL STEP UP

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4:50x17, 5:00x18, 5:00x17

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1984 GS1150 ES 1984 GS550 ES ARE AVAILABLE

Check Our Unbelievable Prices On 1984 RM125, RM250, RM500

'81 DR250	NEW	$1149
'82 DR500	NEW	$1399
'83 RM125	NEW	$1199
'83 RM250	NEW	$1499
'81 GS850G	NEW	$2099
'82 GS450T	NEW	$1099
'82 GS550L	NEW	$1469
'82 GS650	Shaft	$1699
'82 GS750T	NEW	$1799
'82 GS750E	NEW	$2099
'82 GS1100	Shaft	$2699
'83 GS550E	NEW	$2199
'83 GS750E	NEW	$2899
'83 GS1100E	NEW	$2899
'83 GS750 Katana	NEW	$3299
'83 GS1100 Katana	NEW	$4099
'83 GS650 Katana	NEW	$1899

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WANT ADS

Help Wanted

Motorcycle Assembler
Experienced Pro needed, full time in well established Honda Dealership. Kolbe Honda, 7514 Reseda Blvd., Reseda, CA. (818) 345-7616. (218/TFN)

Yamaha Mechanic
Minimum 3 years experience with own tools. Immediate opening, salary negotiable, call Gary at Fresno Yamaha. (209) 431-3485. Fresno Yamaha, 6220 N. Blackstone, Fresno, CA 93710.(223/TFN)

Partsperson Wanted
Experienced H.D. partsperson needed. Hutchins Motor Sports. (619) 365-6311. (223/24)

Yamaha Technician
Houston Texas Dealership has an opening for experienced Yamaha Technician. Excellent working conditions and full benefits. Contact Greg or Denny at House of Wheels. (713) 869-9136. (323/26NWX)

Partsperson Experienced Only
Salary negotiable. Yamaha/Kawasaki. Contact Jim Hayes, Beaumont Yamaha/Kawasaki, (714) 845-6901 or (714) 845-4882. (223/25)

Yamaha Partsman Wanted
Experience necessary, contact Don at Bellflower Yamaha. (213) 925-5097. (221/TFN)

Mechanic Wanted All Brands
Experienced, with tools, wanted immediately. CYCLE CONNECTION OAKLAND. Call Ron only, (415) 658-3345 after 4 p.m., all day Saturday. (322/23)

★★ Partsmanager ★★
Permanent position open to an aggressive self starter with proven record of management and parts/accessory sales. San Bernardino Yamaha-Harley-Davidson Dealer. Mr. Wix (714) 884-6464. (222/23NW)

Honda Mechanic
Experienced Honda mechanic wanted, must have own tools, great benefits. Contact Randy at Kolbe Cycle Sales, Reseda (213) 345-7616. (222/25)

Mechanic Wanted
Minimum 3 years experience. Apply in person, Tue-Sat 9-6, Warren Wilson Honda, 9000 Sepulveda Blvd., Sepulveda, CA. (222/25)

Wanted Motorcycle Mechanic
Must have 3 years experience in motorcycle shops working under commission. Plenty of work. Call LANCASTER YAMAHA. (805) 945-5994. (222/TFN)

GOVERNMENT JOBS. $16,559 — $50,553/year. Now hiring. Your area. Call (805) 687-6000 Ext. R-1299. (122/25NWX)

Service Manager
Kaw/Suz Dealer, closed Sunday and Monday. West side L.A. (213) 655-5101. (222/23)

Motorcycle Salesman/Manager
Great position open to experienced Motorcycle salesperson with growing multi-brand, independent dealership in sunny Mission Viejo. Motorcycle City USA (714) 495-3352. (221/TFN)

Experienced BMW Mechanic
Needed for San Francisco franchise. Immediate opening, commission plus benefits, call (415) 863-7255 or write: 385 8th St., San Francisco, CA 94103. ATTN: Mark. (322/23)

Parts Manager
Parts and accessories sales and management, permanent position open to experienced, organized, self starter with multi brand growing dealership in sunny Mission Viejo. MOTORCYCLE CITY USA (714) 831-6804. (212/TFN)

Anaheim Honda Kawasaki
Needs experienced partsperson and mechanic. (714) 778-6700. (222/23)

Professional M/C Salesman
Motorcycle sales experience necessary. Call Kolbe Honda, 22123 Ventura Blvd., Woodland Hills, Ca. (818) 348-7865. Mark Zimmerman. (218/TFN)

Service Manager Wanted
Yamaha/Honda dealership in Newhall, excellent pay and benefits for the correct person. Call Dick (805) 259-8500. (212/TFN)

Service Writer Wanted
Or clerical assistant for service dept. at Yamaha/Honda dealership in Newhall. Pay commensurate with ability. Call Dick (805) 259-8500. (212/TFN)

Sales Reps Wanted
Aggressive M/C distributing company wants hard working sales reps. You must now be selling to M/C shops and want to add to your line. (800) 854-1060 or (619) 747-1058. (205/TNF)

Experienced Mechanic w/Tools
Work all brands. Honda, Yamaha, Kawasaki, Suzuki. Excellent opportunity, 50% split. Outriders, 10545 Pico Blvd., Los Angeles, CA. Harry (213) 879-3350. (223/26)

M/C Mechanic Apprentice
Experience and tools helpful. Must have mechanical ability and desire to learn. Room for advancement with busy shop. MOTORCYCLE CITY USA in Sunny Mission Viejo. (714) 495-3352. (223/TFN)

Mechanic Wanted All Brands
Experienced with tools, wanted immediately, great position open to experienced motorcycle mechanic with growing multi-brand independent dealership in Sunny Mission Viejo. Motorcycle City USA. (714) 495-3352. (223/TFN)

Partsmanager/Salesperson
Knowledgeable self starter for large Motorcycle Parts Store. OUTRIDERS, 10545 Pico Blvd., Los Angeles, CA. Harry (213) 879-3350. (223/26)

Immediate Opening
Experienced service mechanic. Mostly Japanese tune-ups. Guaranteed salary. Call Tom Hayner. (818) 781-6386. (323/25)

Accessory Person
Experienced, reliable, accessory person wanted. House of Handlebars, Long Beach. (213) 423-7936. (223)

Honda Technician
Las Vegas dealership needs technician with Honda training and five years experience. Good pay permanent year 'round position. Also need qualified service writer. Call service manager at (702) 362-2530. (123)

Covina Kawasaki
Needs experienced service manager and one mechanic. Excellent benefits and top pay to qualified applicants. (818) 967-4181. Ask for Mel or Bud. (223/26)

Professional Salesmen
TUSTIN HONDA is looking for experienced motorcycle salesmen. Please send resume to sales manager, TUSTIN HONDA, 100 N. Tustin Ave., Tustin, CA 92680. (123)

Partsmanager
Immediate opening. Honda experience a must. Salary open. "Bill" (213) 724-6673. (223/24)

Service Technician
Experienced service technician needed immediately. Salary commensurate with ability. Contact Bob or Art at, T&O YAMAHA, 24020 Narbonne Ave., Lomita/Torrance, CA 90717. (213) 534-2311. (223/24)

Honda Mechanic
LAKEWOOD HONDA has immediate opening for experienced Honda mechanic. Call Ray at (213) 860-1354. (223/NW/TFN)

Motorcycle Mechanic
With own tools. Excellent pay. Costa Mesa area, call (714) 642-8870. (223/24)

Business Opportunities

So. Cal. Franchised Dealership
Low overhead, blow-out location and lease: Gross over one million in 1982...retiring. Call (619) 423-0073 days or after 7 p.m. (619) 479-3209. (203/TFN)

For Sale
2 Long established Honda Motorcycle Dealerships in Southern Arizona. P.O. Box 30864, Tucson, AZ 85751. (221/28)

Aircone Inc. Las Vegas, NV.
Motorcycle pipe and cone division for sale. Includes inventory and special tooling. $150,000. Interested and qualified parties call (702) 456-4177. (121/24NWX)

Working Partner Or Buyer
Northern California Yamaha Dealer. (707) 447-3715. (218/TFN)

L.A. Off-Road M/C Dealership
Established European Franchise. Great opportunity for fun and profit. Health forces sale. Contact P&B P.O. Box 9364, Marina Del Rey, CA 90291. (219/TFN)

Big-4 Franchise TX Boom Town
On major highway in San Antonio. $110K takes all. PO Box 33781, San Antonio, Texas 78265. (322/25NWX)

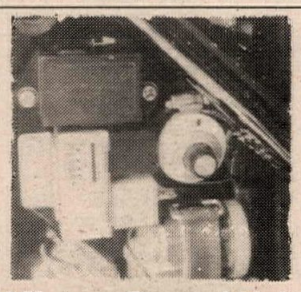
FOR SALE: 200 shares Cammex Stock. $8000 value, sell for $6,000. (619) 562-6070. (123)

Cycle Track Motocross ATV
27 acres close to Cleveland and Akron. Two buildings, sprinkler system, possible owner finance. Write or call for details: JACK CHESTER REALTER, 5211 Columbia Road, Medina, OH 44256. (216) 725-4153. (1/23/25NEX)

Western Washington Dealership
Yamaha Suzuki shop $80,000. Qualified buyers call (206) 533-5771 days, after 6pm (206) 532-9056. (123/26)

4 Months New
2 Hondas, 82 CR480R, 83 XR200R, both for $1850. (714) 626-5842. (123)

KNIGHT TT 500 Yamaha, best of everything, Kinetic Analysis Head, with spare Messler Motor, $3000. (206) 432-9121. (123/NWX)



MPS Mixture Control Unit
Offers adjustability to fuel injection on GPz1100. A must with a header. $59.95. MOTORCYCLE PERFORMANCE SPECIALTIES, Box 1935, Casselberry FL 32707. (305) 695-2154. (222/EOI/TFNE)

'84 Honda CR250R $1750
Excellent condition, extras, Pro Circuit Pipe, old timers bike, well maintained. (714) 496-6392. (123)

Moving Sale
'74 BMW R90S, like to go fast? Like to go far? and take the corners with ease? This is it! She's clean and pretty, Burg. lacq., many extras, very good condition. 41K, $1475/OBO. Dirt leathers, boots, helmets, welder, vise, sell cheap. (818) 919-5456. (123)

CAL-SUZUKI GS750 Superbike. Always a winner with David Emde, Chris Steward, Pat Eagan. Set up for endurance racing. Call Pat (714) 835-7345, eves. (423/24)

★ Last Chance Husky Sale ★
This is it! Don't wait any longer — Many models are already sold out! We have, (1) 82 250XC at $1499. (1) 83 250XC at $1799. (3) 83 250CR's at $1799. Also (1) 83 500XC or (1) 83 500CR at $2199. These include Husky Products Free Giveaways — Call for details! Come in and see our huge parts and accessories department. CROSSROADS CYCLE CENTER, 26062 Bouquet Canyon Rd., Saugus, CA 91350. (805) 255-5353. (223)

1982 YAMAHA YZ250, excellent condition, ridden 14 times. $795. (213) 542-5070. (323/24)

1980 HONDA XL185, street/dirt, excellent condition, $550/OBO. Darrell, days (213) 535-5093, (213) 374-4259 eves. (123)

Dealers: Make Money!
The hottest novelty craze may be passing you by! Available now, miniature ceramic helmet ashtrays in brilliant team colors. Fantastic quality, softball size. Call for your nearest dealer or distributor. (201) 487-5577. (2/23/24NE)

84 Honda 250 CR
Maybe 20 hours riding time. New Metzelers, perfect condition, just too old to go this fast, $2000. (714) 659-4179 or 659-2732, ask for Ed. (123)

82 Honda CR250
Rebuilt shock, safety seat, very clean. $900/OBO. (714) 536-0365. (123)

FJ1100 Yamaha For Sale
California Model, 300 miles. Call for details. Perfect shape. (213) 530-0314. (323/24)

FMF's YZ250L Pipe Is Here At Last
Taking extra testing time has really payed off! We've developed the HOTTEST YZ250L pipe in the country! Don't waste your time buying any other pipe! We've already put our pipe against them all, and this is the best pipe...period! No other pipe has the awesome top end, or the smooth wider range of low and mid range power as this one does! Now used by Team Yamaha Canada! Works power for about the same price as a stock pipe! If you order it today, we'll ship it today! Only $139.50. DON EMLERS FMF (213) 539-6884 or (213) 530-3701. (123/NWX)

1981 Yamaha IT 490
Clean, well maintained, fast dependable. Many spare parts, $800/OBO. (213) 530-1143. (123/24)

1982 Husky XC250 Pampered
Answer Silencer, Reeds, new tire, fresh top end, bought new in 1983, never raced, $1100/OBO. Leave message. (714) 731-8700 or (714) 525-0176. (123)

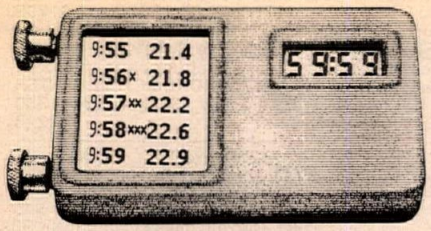
Greeves 360's
2 bikes. 1968 model MX4B, rare, new parts available, $300. both. (213) 391-3814. (123/24)

'83 CR250 Honda
Excellent condition, new transmission, new cables, White Bros. Shock modified, strong, $1300. firm. (619) 562-4602. (123/24)

Hailwood Ducati
Impecably prepared to Concours condition without regard to cost. Detailing too numerous to mention. Possibly the finest Hailwood available anywhere at any price. Offered at $8,200. Trades considered. Photos available. Days, (413) 568-2306; nights (413) 527-3512. (1/22/23NE)

★Z Racing★ '84 KTM 125 Pipe!
After months of intense research and testing, Z Racing and consumer feedback has concluded that our 125 pipe is superior! Softens mid-range hit by broadening powerband, creating more mid-range and top-end. Headpipe is 1" higher and stamped from 18 gauge steel for strength. Center section is fabricated from hand rolled cones. Z Pipe includes jetting and instructions. $134.95. Contact your dealer or: Z Racing, 1265 Lincoln, Anaheim, CA 92805. (714) 772-8170. UPS, COD, Visa, MasterCard. (223/25NW)

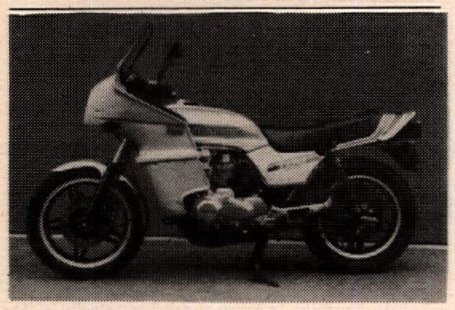
'84 YZ250
Old Timer bike, excellent condition, $1600/OBO. (213) 451-0926. (322/23)



ENDURO TIMER/COMBO $89. Dealer inquiries invited. Send for free 1984 catalog. Clairemont Cycle Supply, 4461 Clairemont Mesa Blvd., San Diego, CA 92117. (619) 272-1162. (222/NW/TFN)

1983 Honda CX650 Turbo
Excellent, 5K miles, $4000/offer. (408) 227-6759. (322/23)

BSA Pistons, Limited Quantity
Gold Star DBD34 + .070 + .080 + .090 + .100, $45.00 A-10 + .080, $65.00. 2657 B. Elden, Costa Mesa, CA 92627. (714) 833-8526. (122/23NWX)

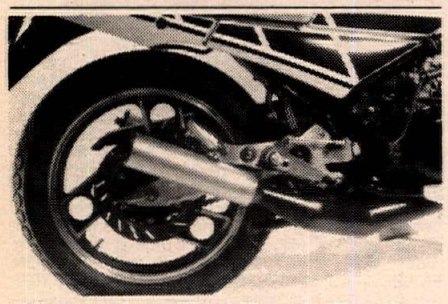


Such A Deal!
$4200 invested in the great CB 750F. Must sell, call for details, $1995. (213) 514-1916. (322/23)

TZ 125G — RZ 350
Both in excellent condition with spares, best offer. (816) 758-5231. 6-10 Central. (322/23)

Wasp Sidehack
650 Yamaha engine, new suspension, spare engine in basket, $1500/OBO. (206) 377-1752 after 5 p.m. (122/23)

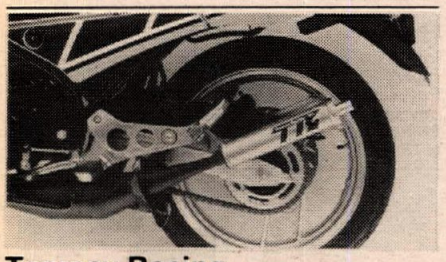
Bultaco Parts
LARGE STOCK. WILL SHIP C.O.D. (415) 332-3559. (221/TFN)



Allspeed — The Road Warrior!
Featuring more power throughout it's TORQUEY 10,500 RPM range with a great (but unoffensive) sound. No unsightly seams or bolt-on parts to worry about!! Europe's #1 road pipe is available NOW in race replica with aluminum sleeved silencer. $199.95, chrome $179.95 or black $169.95. WHY PAY MORE FOR LESS? There is no comparison — Call us TOLL FREE for details or send $3 for illustrated RZ catalog. RSC PERFORMANCE, P.O. Box 14664, Atlanta, GA 30324. (800) 222-1452; (404) 876-3832. (2/19/TFMME)

Hi-Point Pants: r/w/b, size 34. New, never worn. $70. Moto 3: r/w/b, size 7½, excellent, $50. (805) 642-9634. (121/23)

Suzuki's Superb Gamma
1984 RG250 HB replica. 8 piston double front disc, 45hp, full fairing, solo seat, low mileage, $2995. (213) 530-6568. (322/23NWX)



Toomey Racing RZ-350 Racing Pipes
Tired of spending money on some "no name" pipes and getting beat at the first race by someone with TOOMEY RACING PIPES? Now you can stop guessing which pipes to buy for your RZ. TOOMEY RACING has drawn on our Grand Prix racing experience to bring you the finest racing pipes for your RZ. Lightweight? — save 19 lbs! Strong? 1 yr. guarantee! Powerful? More than 10 bhp. @ 10,500 RPM with more HP than stock even off the wide powerband. E-Z Maintenance? Only a snap-ring tool required to service the All Aluminum machined Bolt-On muffler. No rivets to wear out! You can keep your side and centerstand too. You can buy with confidence from TOOMEY RACING, the company the factories choose to build their works pipes. Available now! Use your MasterCard/VISA, American Express, or COD. $300.00, Call: (213) 539-6542, 539-4324. Dealers/Dist. invited. (217/NW/TFN)

Husqvarna Sale
If you've ever wanted a new Husky, don't wait a day longer. We're ready to move some units. Sales contest now! BILL SALTZMAN MOTORCYCLES, (818) 337-6811. (120/23)

WANTED: '81 CR-250 cylinder for Husky, must be stock. (213) 532-1418. (121/24)

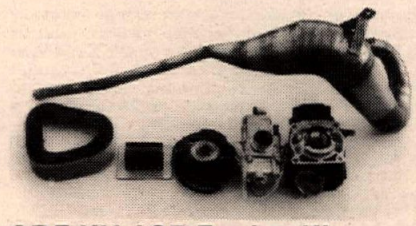
New Rifle "Nightflight" Fairing
Designed for Honda Nighthawk, Shadow, Magna, Sabre, and Ascot. 14½" wide, 3 lbs., tinted windshield. Black or silver: $79.50. Colormatch: $89.50. Available through your local dealer. RIFLE FAIRING, Rt. 1, Box 8, Paso Robles, CA 93446. (805) 239-4235. (216/NW/TFN)

1982 KAWASAKI 250 CHAMPION, Grimeca brakes, Bill's pipe, best of everything, like new condition. Quit racing, $1500/OBO. After 5 p.m. (619) 722-7275. (122/24NWX)

TZ 250, G-Model Engine Cylinders, Nicosil, new $300. (213) 378-0756. (322/24)

BSA 1971 500cc VICTOR, showroom condition, $900. HONDA 1980 XR500 less engine, new $400. M&M Leathers, 6 ft. 190 lbs. $250. Ceriani MX Forks, new $175. Call after 6 p.m. (209) 435-2258. (322/23)

★ Vision Video Productions ★
Speedway, Motocross, Trials — Professional filming of your racing meet, riding school or practice session, and other sports related events. (818) 338-3802. (121/24)



CRF KX 125 Engine Kit
Our Performance Guaranteed KX125 Kit is now available. (1) "ROCKET PIPE" Adds 3 bike lengths to the topend with more midrange and no loss of bottom. This pipe is the single best modification to a stock motor. (2) 8 Petal Reed: Adds 2 HP bottom to top: 30% more flow over stock. (3) "38 Flat Slide" unreal midrange and top end. Prejetted wtih cable. (4) Porting: tired of paying a lot of money for a clean & match job? Call for info. Motoplates, Filter Kits, suspension kit also available. CROTCH ROCKET FACTORY (805) 683-1426. (222/23NW)

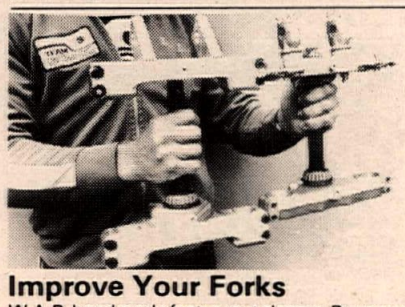
Magazine Moto Guzzi Special
Jim Woods 1978 850 LeMans, featured in Cycle. 16K miles, very clean, high performance motor. A steal at $2500. European Cycle Specialties (714) 530-2712. (122/23)

1982 495 KTM $1200/OBO. LIKE new. 1982 YZ100 Yamaha, $600/OBO. Ridden twice. (818) 352-3840. (122/25)

Dymag — THE REAL WHEEL!
Don't settle for anything less than the wheel that the factories use — Dymag. We have Dymags for you!! Call PITTSBURGH PERFORMANCE, (414) 392-3170. (1/22/23NEX)

★ '83 Kawasaki KX250 ★
Originals from factory, ridden very few times. Water cooled, $995 or trade for Jet-Ski. (213) 643-9425. (322/23)

Speedway Bike $950
2 Valve Jawa, immaculate condition, with extras. (714) 848-3406. (322/23)



Improve Your Forks
W.A.R. hand made factory cut clamps. Buy now and receive $20. gift free. Special clearance price, $159. Call after 7pm. (619) 744-4424. (123/24NWX)

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PERFORMANCE PADS & SHOES

European made, race quality linings available for all Japanese & Import bikes from $15.00 per pair from any good dealer or contact Hy-Tech for info.

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Husqvarna "Last Chance" Championship Sale '82 and '83 250XC's at Closeout Prices*

Our amazing '82 and '83 250XC's dominated off-road racing during the past two years, winning the Hare Scrambles championship and countless other cross country races.

Fact is, we goofed and built a few too many. We've got a very limited number of each in the warehouse that we're ready to sell in an incredible closeout deal.

HERE IT IS: Buy a new 1983 250XC for $1995 and get a 1984 update kit—Free! Kit includes 1984 style Tank, seat, side covers and decals—Hot!

Buy a new 1982 250XC for $1695 and get a 4 gallon Husky Products tank and decals—Free!

PLEASE DON'T WAIT. SEE YOUR HUSKY DEALER TODAY.

'Cause when these few are gone, that's it. The only place you'll find one then is in the winners circle—Where *you* belong.

HANDCRAFTED SALE

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You meet the nicest people to serve you
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1982 KTM 250 MXC
Excellent shape. New piston, rebuilt shock, new wheel bearings, many extras, $1050. (209) 575-2299. (123/24)

★Attention Honda CR Owners★
We took over where the factory left off. Now offering Zerk Fitting Kits for CR suspension linkage. Includes parts, tap, drill, instructions, $19.95. (206) 522-6405. (123/24)

Machine Shop Equipment
Sunnen Honing Mandrels, VanNorman Boreing Bars, Kwickway Valve Equipment, etc. Mikuni Jets. Call Bob (208) 345-6811. (123/24)

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$2500. (714) 897-2759. (123/24)

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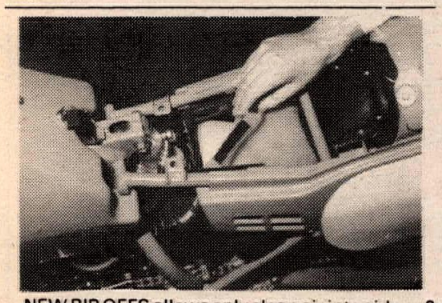
Best offer, cabinets deluxe. (714) 897-2759. (123/24)

1984 CR500 Honda
Ridden four times, excellent condition, $2000 firm. (619) 562-4602. (123/24)

84 HON CR500 $1850
7 Hours Old. Set up. Must see, call (619) 446-3780 or (619) 375-1089. (123/26)



NEW RIP OFFS allows only clean air into airbox. 2 per package: $16.25. AT YOUR DEALER, or direct. ATLAS RACING PRODUCTS, P.O. Box 628, Lake Elsinore, CA 92330 (714) 674-4335. (207/EOI/TFN)

1984 RM250E
Suzuki, bought new in late March, ridden 5 times, injury forces sale, like new, never raced, $1800. firm. (714) 839-7695. (122/23)

Interceptors All Sizes
In stock. Out of town customers welcome. Small deposit will hold any bike until you can pick it up. Pritchett Cycles, 671 Olive St., Porterville, CA 93257. (209) 784-0897. (222/24)

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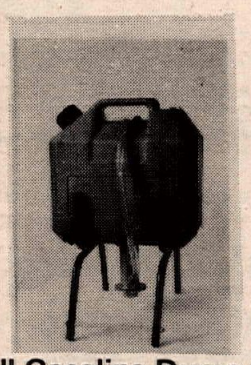
Simply The Best!
Total hydraulic braking systems. Calipers, Master cylinders, Disc. pads. Street & Racing. If you are not buying BREMBO, you are paying more for less. BREMBO BRAKES, P.O. Box 730, Kenwood, CA 95452. (707) 833-2622. (250/NW/EOI/TFN)

'80 440 Kawasaki $795
Only 3550 miles, excellent condition, contact John (213) 833-7792. (322/25)



Fast Fill Gasoline Dump Can
3 Gallon $49.95, 5 Gallon $59.95, stand $19.95. Fast, lightweight, easy to operate, overflow system included. Dealer inquiries invited, send for catalog. Clairemont Mesa Blvd., San Diego, CA 92117. (619) 275-1823 or (619) 272-1162. (221/EOI/ACT PIX/NW)

'84 CBS550 F II
European CBX, fairing, 4400 miles, excellent condition. Call after 9 p.m. Central Time, (512) 340-5380. $2895. (322/23)

'83 Suzuki RM500
Must see to appreciate! Excellent condition, make offer. (619) 434-4035 eves and weekends. (322/23)

★ KTM ★ KTM ★ KTM ★
SALES-SERVICE-PARTS-MAIL ORDER SERVICE! Ohlins shocks dealers. BRIGHTON KTM, 327 Walnut, Brighton, CO 80601. (303) 659-5419. (209/TFN)

* 1984 KTM's *
'84 250 and 495 and 600 MXC models in stock. Will ship anywhere. Georgetown Cycle, 4501 Hawkins N.E., Albuquerque, NM. (505) 345-2134. (323/24)

1973 DKW 125 runs good, ready to ride, not thrashed, $100. (714) 870-0326. (123/24)

1978 Jawa 2-Valve, not bent, runs strong, track ready, many spares, $700. (714) 870-0326. (123/24)

1984 Husky XC500
All suspension and engine work by Pro Circuit. Extremely fast and reliable. Ready to win any desert racing event. Just needs a fast rider with $2500. (213) 427-4497. (123)

Russ Darnell MX School
June 11-15 Whitney, Texas. June 18-22 Tulsa, Oklahoma. August 13-17 Rio Bravo, Houston, Texas. August 20-24 Indian Dunes. August 27-31 Saddleback. (714) 980-3212. (218/TNF)

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Seidi Boots - Spidi Gloves. You can't afford to waste money! We let you go racing for less! Substantial savings from retail prices! Club discounts! Contact Al or Joe at, Targa Enterprises, (818) 574-7625. (323/24)

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Shipped ANYWHERE! UPS. 24 hour answering machine. We'll call back! PHILIPPE SERVICES (714) 840-6632. (234/NW/TFN)

★ Z Racing ★ KTM Hubguards!
The KTM Specialists offer plastic protection for our '84 KTM. Protects the aluminum sliders and brake adjusting rod from rocks with heavy duty plastic. Pre-cut for easy installation and comes in white, grey, and KTM-RED. $20.95 set. Contact your dealer or Z Racing, 1265 Lincoln, Anaheim, CA. 92805. (714) 772-8170. UPS C.O.D., Visa, MasterCard. (221/23/NWX)

TZ250J Lo Hours $3300/OBO
Free delivery Northern Cal. (503) 232-5150 Oregon. Also '83 Suzuki 550ES, 3000 miles, $1750/OBO. (321/23)

NEW PRO-STAND. 360° ROTATION $44.95. AVAILABLE AT YOUR DEALER or direct. ATLAS RACING PRODUCTS, P.O. Box 628, Lake Elsinore, CA 92330 (714) 674-4335. (207/EOI/TFN)

Riders Wanted
Will sponsor riders, Dirt and ATC. Huntington Beach, (714) 841-0368. (220/TFN)

Racers Special on 4 Wheels
Brand new Invader road racing Kart has everything for someone who wants to start in Kart racing. 100cc Yamaha engine, Horstman clutch, tach temp readout set & new Goodyears in box, plus starter stand and clutch tools, $2300/OBO. Call Dean after 5 p.m. (408) 253-2189. (322/24)

California Superbike School
Course fee includes leathers, helmet, boots, gloves and Super Trapp equipped GPz Kawasaki. Riding seminar by Keith Code, and 40 miles on the track. Upcoming schools: Riverside: August 24. Laguna Seca: May 28 and July 23-24. Willow Springs: August 4. P.O. Box 3743, Manhattan Beach, CA 90266. (213) 484-9323. ADVANCED RESERVATIONS REQUIRED. (218/TFN)

1980 Honda 500XLS $750
Street miles, super clean, extras, 285 lbs. Pasadena, (818) 799-3231. (121/23)

Summer Sale '78 Z1R Kawasaki
Bike is in excellent condition, fast, clean, mint. Only 13,000 Miles. Must sell. See to appreciate. Call Mic (818) 968-5735 after 6pm weekdays, or all weekends or (213) 462-2301, leave message. Asking $1600. (323/24)

Yamaha Tri-Moto 1983 DXL Black Edition, like new, deluxe model 225cc, $1100. Call (805) 273-5278, anytime. (323/24)

'83 Yamaha RZ350 Canadian
Perfect, not modified, can deliver to California. $1850. Ask for Merrill. (405) 256-1523. (123/24)

Worlds Quickest 9 Sec RD400
All new '84 catalog. RD400 Hop-up equipment porting, pipes, carbs, reeds, etc. Also Kawasaki and Suzuki triple parts. Send $3.00 cash or Money Order to: Turners 2-Strode Engr., 8052 E. Rosecrans, Paramount, CA 90723, Dept. CN. See our bikes in Hot Bike Magazine, June and July issues. (213) 531-1619. (323/24)

Boss Honda 500
New glass, brakes, fresh engine, very strong runner. Eves (509) 535-9149. (123/24)

1980 Honda 750F Superbike
Many spares, will part out. 900F front end. 1979 750F, original, immaculate. Trackmaster 360 Yamaha. Offers. (408) 295-0216. (123/24)

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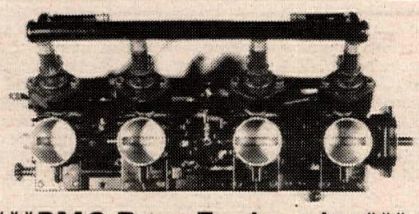
Two months old, F-1 Exhaust System. (714) 996-3241, after 6pm. (323/24)

'84 KX 125 Pipe
If you have an '84 KX 125 you know they are really fast but they do flatten off on top. The Pro Circuit KX 125 Pipe was designed to make your KX run ever harder thru-out the power range. The Pro Circuit Pipe and Cylinder Porting Combination makes an unbelievable difference! Pipe $128.00, Porting $150.00. Don't wait, call now! PRO CIRCUIT RACING, 4212 E. LaPalma, Anaheim, Ca 92807. (714) 993-5400. (223&25/NW)

White Power Shocks
'83 & '84 YZ250-490, '83 HONDA 250-480, $150. (818) 360-9773. (223/TFN)



PMC Race Engineering
Pro-Flow Fuel injection for the Kawasaki 81-84 GPz 1100 & 80 Classic, 396.90 exchange, 14.7 H.P. improvement. *Distributor for: A.P.E. Manley, Wiseco, Andrews & Murray 1-(800) 222-7761, send to 3700 S. High, Okalahoma City, OK 73129. (213/EOI/TFN)

'84 Yamaha IT200
205 miles, never raced, stock, $1850/OBO, part trade. (818) 706-8844. (323/24)

1984 Yamaha 125
Ported, trick power valve, low hours, excellent condition, $1000. (805) 522-3364. (323)

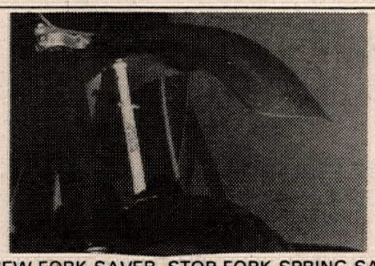
Flow Bench Superflow 110
Used three times, like new, $995. (619) 423-0073. Ask for Craig. (223/25)

2 Kawasaki KDX 200
Both in excellent condition. '83 $975. '84 $1475. (805) 583-1211. (123)

1980 Husqvarna 390 CR
Very clean, desert ready, never raced, $900. for quick sale. (714) 639-0795. (323/24)

Yamaha 500 Shorttracker
Megacycle Cam, White Bros Head, big valves, 38mm Dellorto, S&W Valve Springs, Variable cam adjuster, nickel plated Star-Racer Frame, Cerriani Forks, S&W rears, right hand shift, Trick paint, super clean, $1000. (505) 523-9400 day (505) 526-2006 night. (323/24/NWX)

1983 Husqvarna 500XC
Best buy, extras, $1150. days (213) 869-0921, eves (213) 923-5824. (123)



NEW FORK SAVER. STOP FORK SPRING SAG: FULLY ADJUSTABLE, $19.95 AT YOUR DEALER or direct. ATLAS RACING PRODUCTS, P.O. Box 628, Lake Elsinore, CA 92330. (714) 674-4335. (219/TFN/NW)

1984 Cagiva WMX 125
Bought new in January * 25 rides total * completely stock throughout. Asking $1000/OBO. Sunnymead, CA. near Riverside Raceway. (714) 653-7993. (123/26)

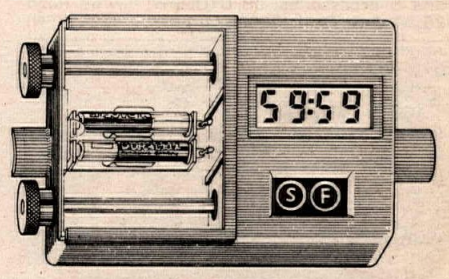
Speedway Bike $900/OBO
2-Valve Jawa, short or long track, 2-speed trans. (714) 641-7570, Mark. (123)

The New Porta-Bath
Parts solvent washer. Battery powered, safe, convenient, portable. Great for home or track use. Holds 2½ gallons of solvent. 21x12x5 Polyethylene. Submerged pump. Uses 12 Volt lantern battery. Operated on any vehicle or boat. Optional transformer for use with 115 volt, 60 hz power. Porta-Bath $84.52, optional transformer $8.33. No Shipping Charge. CA. residents add 6% tax. COD, Cashiers Check or Moneyorder. BV Enterprises, 2221 Platino, Mission Viejo, CA 92691. (123/24NWX)

'75 H.D. XR750 Chassis
Complete, some motor parts, will send UPS. (403) 277-6263. (323)

Interceptors In Stock
VF500, VF700, VF750, VF1000. Honda of Poway in San Diego. (619) 748-4151. 14010 Poway Rd., Poway, CA. Open 7 days a week. (223/25)

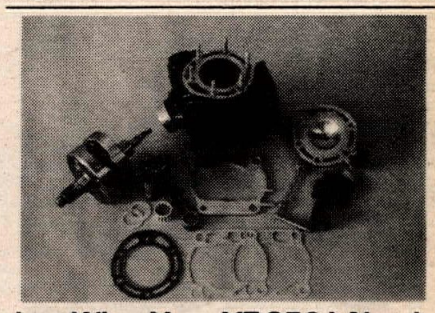
Wanted: Rear shock for 1983 RM250, make offer, any make. (818) 884-1809. (123)



THE COMBO $109.95, clock only, $99.95, clock only, $99.95. 24 MPH Pacer, $129.95. Rollchart holder, $19.95. Shipping included. Dealer inquiries invited. COUNTDOWN (818) 348-8381. (223/EOI/TFN/NW)

Yamaha 500 Shorttracker
Megacycle Cam, White Brothers Head, big valves, 38mm Delorto, S&W Valve springs, variable cam adjuster, nickel plated Star-Racer Frame, Cerriani Forks, S&W Rears, right hand shift, trick paint, super clean. $1000. (505) 523-9400 days, (505) 526-2006 eves. (323/24NWX)

FLAT TRACKERS-ADJUSTABLE TRIPLE CLAMPS. Wide, Adjustable triple clamps. 6061-T6 aluminum. Positive adjuster design, will not flex. Stem offset adjustable from 40mm-65mm. Available for fork diameters from 35mm-43mm. $225. per set. Aerofoil West Engineering, 6071 Vane Circle, Huntington Beach, CA 92647. (714) 891-6383 evenings. (122/25/NWX)



Just What Your YZ 250 L Needs To Wind Up On The Top! ★★★
Tired of getting blown off when your powerband signs off? PRO DESIGN has the high revving solution. The Long Rod Kit developed by Team Yamaha and race proven by Warren Reid priced at $395. Call PRO DESIGN at (714) 534-0620, 11611 Salinaz #C, Garden Grove, CA 92643. (223/NWX)

KB I Bi-Moto Kawasaki
Serious inquiries only. $8500. firm. (707) 433-6892. (323/24)

1983 Yamaha TT600K
Doctor says "no more" to injured senior. Protech, Trapp, low low miles, mint,, $1895. (805) 522-0345. (323/24)

XR 750
New Lawwill frame, cams, pipes, rockers, clutch, tank, seat, etc. Everything fresh, $2500 worth of spares, all for $8500. (303) 443-2014. (121/23)

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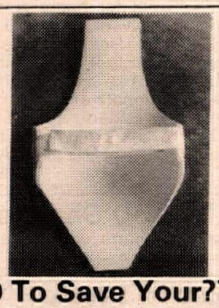
Cycle, Jet-Ski, ATC Buggy, auto, NEW! Enclosed 12 to 28 foot trailers, finest quality and design. Huge trailer and off road center. OPEN 7 DAYS, Anaheim (714) 956-2950. El Cajon (619) 449-8282. (202/TFN)

'83XR 500 Honda
Street licensed, very clean, very low miles, will consider trade for '84 KDX200, $1550. (818) 919-5214. (122/23)



$18.00 To Save Your???
Racing Back Pad. All types M/C riding. Used by Top Professionals. Send $18.00 (CA add tax) plus $3.00 shipping to: BICKEL RACING, 131, Simpson, Daly City, CA 94015 or call (415) 878-5013. (322/24)

CZ — Jawa — Babetta
Parts & accessories. JB CYCLERY, 17468 Road #25, Madera, Calif. (209) 674-4788. (204/TFN)

OSSA 350 Trials
Still the most competitive trials iron in America. OSSA parts past and present. From Sole concessionaires. OSSA AMERICA. P.O. Box 730 Kenwood, CA 95452. (707) 833-2622. (212/TFN/NW)

Moto Guzzi Sale
All new Moto Guzzi's in stock at discount prices, get yours now at Woods Motor Shop, 525 W. Colorado St., Glendale, CA. (818) 956-0698. (222/23)

Bark Busters
Special design preferred by ALL National riders. The ONLY handguards with an attractive brushed finish and UNBREAKABLE, GUARANTEED. $49.50. At your dealer or order direct. PERFORMANCE PRODUCTS, P.O. Box 1294N, Lacombe, Louisiana 70445. (504) 882-3107. (204/NSE/TFN)

Do You Need British Parts?
Anything you can wear out for Triumph, BSA or Norton. EUROCYCLE (800) 527-5544. In Oklahoma (405) 787-3440. (220/NW/TFN)

Craig Vetter Fuel Econo Run
Enter the Craig Vetter Fuel Economy Run at Laguna Seca Race Weekend, July 21, 1984. New class for street bikes. Win $2000! For rule book call (805) 541-3330 or write Vetter Design Works, #1 Alta Mira Lane, San Luis Obispo, CA 93401. (118/28)

★ Z Racing ★ '84 KTM 250 Brake Pedal!
Z Racing's 505Z Aluminum brake pedal allows ¾" more throw and actuates on a needle bearing instead of a steel bushing. Contact your dealer or: Z Racing, 1265 Lincoln, Anaheim, CA. 92805. (714) 772-8170. (221/23/NWX)

★ 1984 Kawasaki 750 Turbo ★
Just married. Must sell! Rare 1984 750 Turbo, black Bell Star Turbo Helmet, 7⅜", black Kawasaki turbo jacket, medium, brand new Sport Elites, still under warranty, $4600/OBO. Will deliver! (208) 743-6392. (322/24)

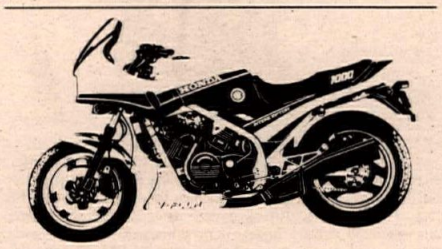
Maico 1978 400, new tires, cables, perfect bike for beginner. $300. (213) 894-1267. (121/24)

Parilla Bonanza-British Too
1 Grand Sport, 1 Roadster. 5 motors, tachs, fairing, $300 new spares, $2000 firm. BSA Spitfire Road Racer, $400, Hurricane front end, $250. Greg (213) 424-0783, eves (213) 545-6323. (122/23)

1984 KTM 495 XC's In Stock
125's also in stock at So. Cals. #1 KTM dealer, PRO-CYCLE KTM. Largest KTM parts inventory with daily UPS service. PRO-CYCLE KTM, 1265 Lincoln, Anaheim, CA 92805. (714) 772-8170. (245/TFN)

Clarke Tanks for XLR Honda's
4.3 gal. for 1983-4 350cc and 600cc XLR Honda's. No modifications #1384 $86.50. 3.7 gallon for 1982-3 250cc and 500cc XLR Honda's slight modification #1386 $81.50. Dealer inquiries invited. CLARKE MFG., 29032 South Salo, Mulino, OR 97042. Other new tanks, CR500R 4 gal., YZ490L 4 gal. Honda 200X 3.5 gal. 1984 Husky CR-WR 250-WC. All drop on. (503) 829-2156. (122/24NWX)

Want to sell your motorcycle???
For cash. Call (714) 831-6804. (212/TFN)



1000 Interceptors
Intercept a few speed limits on our 1000 Interceptors, or, Savor the Sabres 121 horsepower. New 1983 750 Magnas in stock. Rimrock Honda Harley Davidson, Billings, Montana. (406) 652-2925. (217/24/NWX)

Motorcycle Mechanic Training
Our 1-year program features low tuition, financial aid, excellent facilities and job placement assistance. New sessions begin July 12 and October 3, 1984. Contact Southeast Community College, 8800 "O" St., Lincoln, NE 68520, (402) 471-3333. (213/35/NW)

Pro Rider Service/Accessories
Huntington Beach. (714) 841-0368. (220/TFN)

New Husqvarna's in stock now!
At least 50 Husqvarna's in stock for immediate delivery. 1982 125-WR or 125-XC; $1395. 1982 250-WR or 250-XC; $1586. 1982 430-WR; $2095. 1982 430-XC; 430-CR; 500-CR; $1995. 1983 250-WR; $2295. 1983 430-WR; $2595. 1983 500-CR & 500-XC; $2295. 1984's IN STOCK NOW! Out of town customers welcome! Easy drive from Los Angeles and central valley. A small deposit on your Visa/MasterCard will hold any bike until you can pick it up! We ship parts UPS daily. BRITALIA MOTORS, 10th & Tully, San Jose, CA. (408) 295-4342. (206/TFN)

CRF "White Knight" Plastic Kits
Are you sick of being just another Red, Green or Yellow bike? Show the crowd your stuff with a CRF "WHITE KNIGHT" Plastic Kit. Each kit consists of H.D. replica fenders, louvered side panels, Air scoops, kisc or drum fork protectors, and White tank cover with logo to finish the kit. These kits are $135 with air scoops, $115 without air scoops. In stock for KX60, 80, 125, CR125-500RE, YZ 80-490L, ATC/KXT 200-250. All plastic is available for 80 to 84 model bikes in OEM Colors as well as White at ½ the price of stock. CROTCH ROCKET FACTORY (805) 683-1426. (222/23NW)

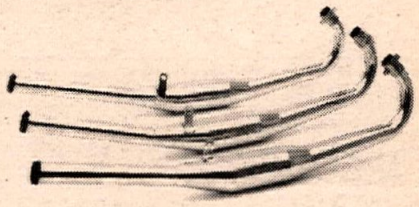
Super Pro II
New model! Constant readout of next possible CHECK location plus other new features. Used by most of the National Top ten. $225. Upgrade earlier models to latest specs. $40. At your dealer or order direct. Call for FREE catalog. PERFORMANCE PRODUCTS, P.O. Box 1294N, Lacombe, Louisiana 70445, (504)882-3107. (204/NSE/TFN)

Bultaco — Hodaka Parts
Large supply, UPS, COD, BAY AREA CYCLE. (213) 649-1700. (219/TFN)

Dirtbikes Blowout
'82, '83 and '84's new Kawasakis and Yamaha's, Motocross Enduros, MX and Three Wheelers. Priced so low Cycle News won't let us print them. They've got to be Sold! Come make an offer, we ship anywhere. Call HOLLYWOOD KAWASAKI YAMAHA. (213) 466-8451. (219/TFN)

★ 1984 KTM 250 MX ★
Race ready and in excellent condition, White Bros. Shock Mod. Stiffer springs front and rear. New trick pipe, Renthals, sprockets chain and more! Injury forces sale, $2300/OBO. (619) 571-3929. (122/23)

TNT Chambers



Kawasaki Triple Street and Racing Chambers $179.95. Yamaha RD's Street and Racing Chambers $129.95. For ordering only call, (800) 821-1205, For technical information call, Hot Bike Engineering (415) 657-3864. We ship UPS/COD. (215/NW/TFN)

Fantic 300 Trials
Novice rider will trade for late model Bultaco Montesa. Ask for Mike. (415) 933-4388. (122/23)

ATC-Motorcycle-Jet Ski
Repair and modification, Heli-Arc Welding and machine work. Fast and reliable service, call Jerry (213) 421-3418. (322/23)

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(Cycle News/West only)

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Per word ..... 25¢
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Per word ..... 50¢
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Blind Box Service Charge $5.00

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MINIMUM $5.00 PLUS .50
POSTAGE and HANDLING

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No cancellations after 5:00 p.m. Thursday

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Friday noon for the following Wednesday's issue. Fill in the Visa/Master Charge blank or send check or money order to: Above Address

Signature _____
Card Expires _____

Please fill in your complete account number and expiration date

The issuer of the card identified on this item is authorized to pay the amount shown as TOTAL upon proper presentation. I promise to pay such total together with any other charges due thereon subject to and accordance with the agreement governing the use of such card.

NATIONAL RATES
(Cycle News/West and Cycle News/ East)

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(One photo per ad — Printed image size limited to 1½" high, 2¼" wide.)

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PHOTOS RETURNED ONLY WITH SELF ADDRESSED STAMPED ENVELOPE

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Address _____ City _____ State _____ Zip _____

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Bold Headlines do not count towards want ad word count

Want Ad minimum ... $2.50

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8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
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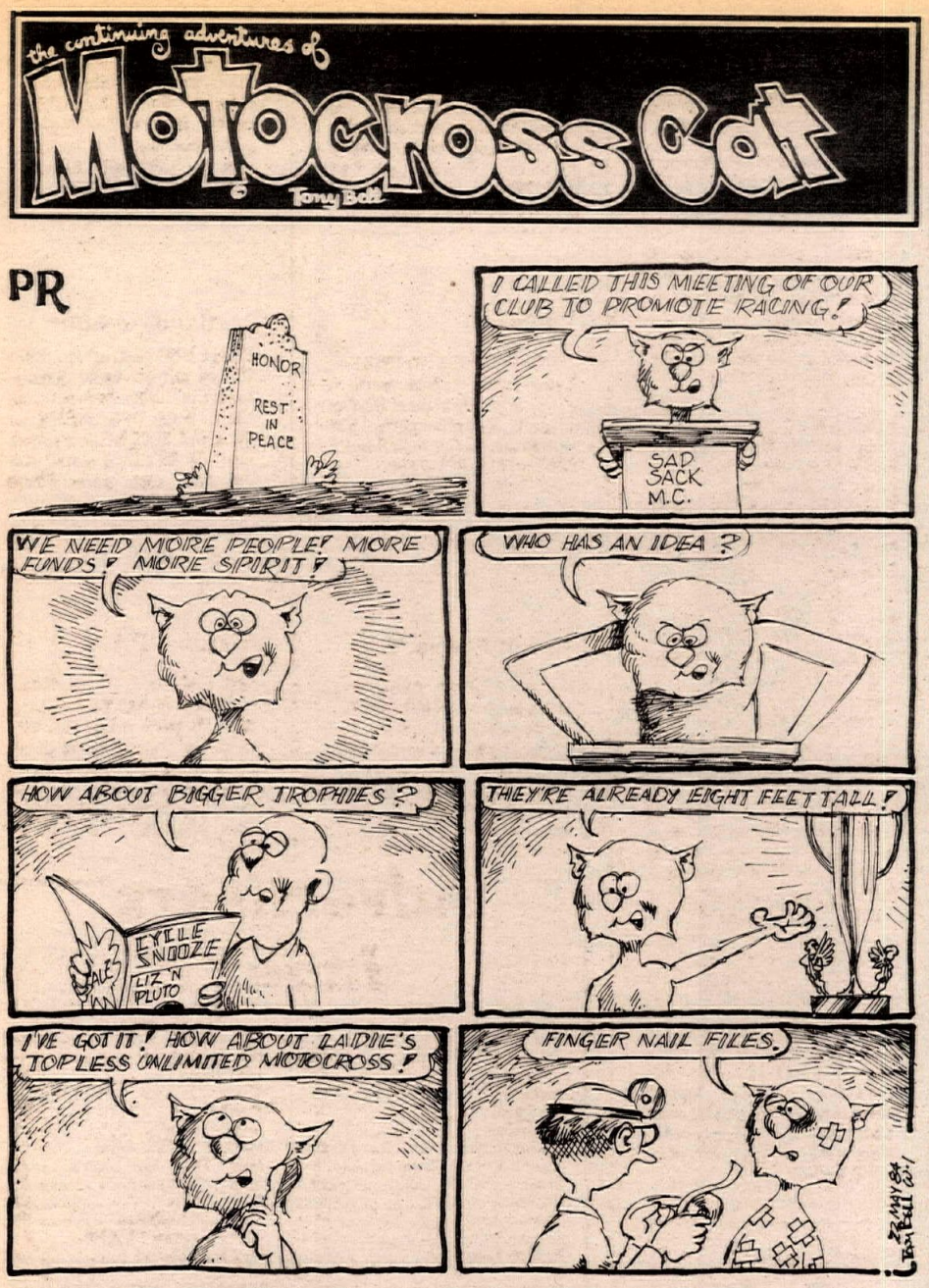
Cycle News cannot be responsible for illegible phone numbers. Area Code/Phone No.



June 3, 1984
Mt. Baker National Enduro Hamilton, WA
1st Mike Melton 3rd Terry Cunningham
2nd Dave Bertram 4th Larry Roeseler

ISN'T IT TIME YOU JOINED THE WINNING TEAM?

SEE YOUR DEALER OR CALL 504/882-3107

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Find out who was doing what a decade ago — read "Ten Years Ago" every week.

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The Final Step Up
Yamaha of Goleta is the Southern California leader in MX & Off-Road racing.
CR, WR, XC Husqvarnas in Stock ● Husky Products & Accessories
Complete OHLINS Shock Service
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83 480 Honda
S.D. Ignition, Ohlins, Simmons link, Anti cavitator, many more extras, $1500. (415) 237-0612. (123)

Interceptors 1982 Red
Exceptionally clean, 1984 updates completed, new tires, brakes. (714) 534-0322 days, (714) 521-6846 eves. (323/24)

82 250 Husky
Trans fresh and top end, excellent condition, $750. After 5 p.m. (714) 533-4434. (323)

Kerker Show Bikes For Sale
Updating our Show Booth. No room for two low mileage cycles. Honda V45 Sabre 1982, equipped with Kerker System K2S Exhaust. $2100. Yamaha 1982 Virago 750cc with Kerker 4-into-2 chrome exhaust. $1600. Interested parties call, (818) 999-3060. Ask for Russ. (223)

82 Yam YZ80 Bought New 7-83
Ridden 4X, stock $450. (714) 371-4806. (123)

New "200 MPG" Carburetor?
Inventor says yes, reports 70-80 MPG, big V8s! Modern Pogue-type vaporizer uses propane components or simple hand made parts. Low cost, easily-built. Pre-production input needed. Free specs, How-To details. Write! Moto-Tech, P.O. Box 39229-CC, Denver, Colorado 80239. (123)

★ Z Racing ★ Aluminum Radiator Screens!
Z Racing innovates the first professional screen to protect radiators. Provides maximum air flow for proper cooling. Constructed from 5052 Aluminum to ensure strength. $24.95 set. Contact your dealer or: Z Racing, 1265 Lincoln, Anaheim, CA 92805 (714) 772-8170. UPS C.O.D., Visa. MasterCard. (221/23/NWX)

Rickman ½ Fairing
Rare Rickman CR Fairing, black Gel Coat, clear windscreen, all mounts, fits any Japanese Four, never been mounted, brand new, $300/OBO after 7pm. (619) 346-7933. (123)

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'84 CR 125 Pipe
Tested and used by the West Coasts fastest riders! The Pro Circuit CR 125 PIPE hits much harder and revs higher without any loss of bottom end. This is the same pipe seen on Honda Super Bikes such as Larry Brooks, Brian Manley, Mike Fisher, and Eddie Vreeland. $128.00. PRO CIRCUIT RACING, 4212 E. LaPalma, Anaheim, CA 92807. (714) 993-5400. (223&25NW)

1983 KTM MXC 420
Excellent condition, 630 miles — extras. $1650. (415) 582-0289. (123)

1984 Suzuki RM250E
Excellent condition, extras. Bought Open bike, must sell. $1650/OBO. (805) 488-5753. (123)

TZ-250, G-MODEL engine cylinders, Nicosil, new, $300. (213) 378-0756. (322/24)

1980 KTM 175 Must Sell Soon
Enduro model, beautiful shape, $500/OBO. Leave name and number. (213) 434-5010. (423/24)

Parts and Parts Bins
750 ft. of assembled parts shelves, plus many thousands of dollars worth of parts for Honda, Suzuki, Minarelli, Yamaha, Tohatsu and many others. All for $800. Includes workbenches, counters and showcases. (714) 963-4137 or (714) 963-2334. (423)

84 Honda CR 250R
Ridden 4 times, never raced, never crashed! Ohlin Spring, Pro Circuit Pipe, completely dialed in. $1750/OBO. Jeff (714) 962-3597. (423)

Grand Prix History 77 to 84
Motor Cycle News; weekly, motorcycle cycle racing; 82 monthly. From Hennon to K.R.'s three titles, excellent condition, UK origin, best offer. MCN, 2014 East Lincoln, Royal Oak, Michigan 48067. Also 1949 Johnson 5hp O.B. (313) 545-9018 (123/NWX)

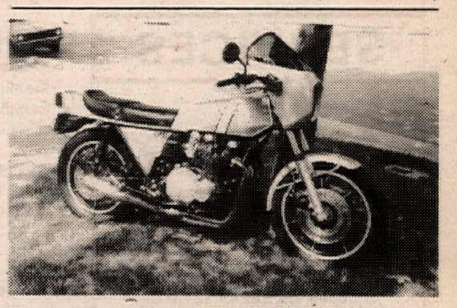
'83 Suzuki Rm 500
Raced only three times, still all original with stock decals in tack. $975. (714) 737-1814. (123)

Size 7¼ white Bell Moto 3, $50. Size 24 Kawasaki leathers new, $50. 1983 KX60, $395. 1979 YZ250 new 1981 extra desert tank. Barely ridden. Desert ready, $550. Pit bike, 1976 MR175, $200. (213) 278-5518, (818) 706-2180 anytime. Wanted, buy or rent, 14-16 foot tandem enclosed trailer. (123)

Attn: Vintage Racers
TZ-700 all original twin shock, rolling chassis & bodywork, never ridden, used engine but in excellent shape. C/W spares & original pipes. (604) 339-4469. (323/24NWX)

'83 Honda CR250R
Excellent condition, runs and looks like new. Hurry, won't last. $1200. Call Tom, (714) 788-0161 or (714) 686-7300. (123)

YZ250L Long Rod Kits
As used by Factory Yamaha. Includes: Polished spin balanced crank with special 30% stronger long rod cylinder spacer, head stays, power valve linkage, cylinder studs, gaskets and more, $245. Factory modified cylinder porting, power valve and head modification $175. Get rod kits and porting both for $395. Tony Smith Racing (619) 440-0214. (223/23NWX)



Summer Sale 78 Z1R Kaw
This bike is in excellent cond., fast, clean, mint. Only 13,000 mi. Must sell, see to appreciate. Call Mic (818(968-5735 after 6:00 p.m. weekdays or all weekends or (213) 462-2301. Leave message. Asking $1600.00. (323/24)

H-D XR750 $1,975
1970-71 rolling flat track frame with glass & Cerianis, complete engine, missing pipes, pegs & carbs. $1,975 plus shipping. Have forks and 3 complete disc brake assemblies, $200. Will send photos bo bike and all engine internals. (612) 476-0510; (612) 471-7120. (3/23NE)

WANTED: Motorcycle road race drag race posters. Excellent condition only. Willing to pay cash or offer trade. Send size and brief description to: FLip, 4115 Maple Dr., Cincinnati, OH 45209. (1/23/23NE)

Promoter's Trailer
1983½ Braco 12 ft. tandem trailer, loaded. 4 Honda water pumps, 1300 ft. 1½" fire hose and fittings. PA system, 3 amps, wire, six 18" PA horns, four 24" horns. Hand tools, gas cans, EVERYTHING. Selling as a complete unit. $12,000 invested; best offer. Will deliver. Call (203) 233-3224. (1/23NE)

FJ1100, FJ600, RZ350. Call for BEST prices!! 83 Seca 900, $3,395. CLIFF'S CYCLE SERVICE, Marshfield, WI. (715) 384-4555. (1/23NEX)

Mike Kidd's Dirt Track School Short Track & TT
June 24, 9:00 a.m. Mike Kidd's Hillside Raceway, Boyd, TX. Bike set up, race strategy, learn the technique. First 20 students 250's & 500's only $100 per student. Information, Mike Kidd, (817) 433-5559. (1/23/24NEX)

Wanted
Late model CCM — alternator ignition. (213) 316-2554. (423)

Enduro Riders!
Combo clock roll chart $50, Digital odometer $50. Both $90. (714) 646-3181. (123)

80 465 YAMAHA, bored to 490, ported, Vesco, trick suspension $795. (714) 646-3181. (123)

XR 500 81
Fox Forks, Baker shock, Sun rims, Mega & Trapp, super condition. $795. (714) 646-3381. (123)

'80 Can-Am/Champion $895
250 6 speed, 10 hours, never raced, Astro/Champion frame, orange & black, clean, ready to ride, crated. Can be in your garage in seven days. $895 or offer plus shipping. (612) 476-0510 or (612) 471-7120. (3/23NE)

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